

# Los Angeles Department of City Planning

## RECOMMENDATION REPORT

### CULTURAL HERITAGE COMMISSION

**CASE NO.:** CHC-2023-7504-HCM  
ENV-2023-7505-CE

**HEARING DATE:** December 7, 2023  
**TIME:** 10:00 AM  
**PLACE:** Edward R. Roybal Board of  
Public Works Session Room  
City Hall, Room 350  
200 North Spring Street  
Los Angeles, CA 90012  
and via Teleconference (see  
agenda for login information)

Location: 2300 S. Ocean Front Walk  
Council District: 11 – Park  
Community Plan Area: Venice  
Land Use Designation: Open Space  
Zoning: OS-1XL-O; SL-O  
Area Planning Commission: West Los Angeles  
Neighborhood Council: Venice  
Legal Description: Short Line Beach  
Subdivision No. 1 Tract,  
the Strand

**EXPIRATION DATE:** December 13, 2023

**PROJECT:** Historic-Cultural Monument Application for the  
VENICE LIFEGUARD STATION

**REQUEST:** Declare the property an Historic-Cultural Monument

**OWNER:** City of Los Angeles  
Department of Recreation and Parks  
Attn: Planning and Land Acquisitions  
200 N. Main Street, #1290  
Los Angeles, CA 90012

**APPLICANTS:** Lindsay Mulcahy  
Los Angeles Conservancy  
523 W. 6th Street  
Los Angeles, CA 90014

Robin Murez  
Venice Neighborhood Council  
1010 Abbot Kinney Boulevard  
Venice, CA 90291

### **RECOMMENDATION** That the Cultural Heritage Commission:

1. **Take the property under consideration** as an Historic-Cultural Monument per Los Angeles Administrative Code Chapter 9, Division 22, Article 1, Section 22.171.10 because the application and accompanying photo documentation suggest the submittal warrants further investigation.
2. **Adopt** the report findings.



## **SUMMARY**

Venice Lifeguard Station is a three-story institutional building located on the sand of Venice Beach southwest of S. Ocean Front Walk in Venice. Constructed in 1968, it was designed in the Mid-Century Modern architectural style by the Los Angeles-based architectural firm of Prescott, Whalley, and Weit for the City of Los Angeles. From its date of construction through 1975, the Venice Lifeguard Station served as the headquarters for the Los Angeles City Lifeguard Service. When the City and County consolidated services in 1975, the building became the Los Angeles County Lifeguard Headquarters until 2016, when the headquarters moved to the Manhattan Beach Lifeguard Station at 2600 The Strand. Originally, there was also landscaping designed by the landscape architecture firm Cornell, Bridgers, and Troller, but it is no longer extant.

The land now known as Venice is ancestral, unceded, Tongva territory and was later part of the Rancho La Ballona that was deeded to the Machado and Talamantes families in the early 1800s. In 1891, the land was sold to tobacco millionaire and real estate developer Abbot Kinney and his business partner Francis G. Ryan. Kinney and Ryan began developing the Ocean Park tract as a resort, and in 1902 expanded it south to present-day Venice. In 1904, residents voted to establish the City of Ocean Park and the following year Kinney introduced his plans for Venice of America that opened on July 4, 1905 and became a tourist destination. Venice was annexed by the City of Los Angeles in 1925. By the 1930s, there was a decline in tourism precipitated by the City's restrictions on gambling and dancing, which coincided with the discovery of oil and the establishment of oil derricks along the coastline. By the 1940s, Venice was in an economic decline, which opened up the door for artists who by the 1950s had established a thriving beatnik community and culture. However, beginning in 1960, homeowners pushed against the counterculture movement and gained City support for urban renewal projects that demolished "blighted" buildings and displaced low-income communities. In tandem with this demolition were efforts to build new civic infrastructure highlighting one of Venice's greatest assets— the beach. In 1962, the City constructed a new recreation center with a pavilion and sports center on the beach; five years later, they approved funds for the new Venice Lifeguard Station, the subject property. Through the 1970s and 1980s, Venice experienced economic improvements, a wave of new residents, and an increase in tourism. In the last few decades, there have been improvements to Venice's built environment and a corresponding shift in demographics.

When Abbot Kinney opened Venice of America in 1905, tourists flocked to the newly constructed pier, amusement park, and beach seeking leisure and entertainment. Swimming became a popular recreation activity, both in the waters of the Santa Monica Bay and in the bathhouse – the Venice Hot Salt Water Plunge – at the edge of the surf just north of the Venice Pier. However, the public had limited water skills and education, which led to frequent drownings. After some negative press about drownings and a concern about increased liability, Abbot Kinney partnered with former sea captain Percy Grant to form the Venice Volunteer Life-Saving Corps. The group drew inspiration from the U.S. Volunteer Life-Saving Corps, which began in New York in the 1890s and proliferated down the East Coast. Venice's first lifesaving station was established in an old wave motor house at the end of Venice Pier. In the 1910s and early 20s, the City of Venice employed several lifeguards, who were organized within the police department.

In the 1920s, the popularity of beaches continued to swell and a higher demand for life saving, coupled with the Works Progress Administration, led to new funding that facilitated the institutionalization of lifeguard services and facilities. When Venice consolidated with the City of Los Angeles in 1925, the Venice and Ocean Park lifeguards organized with the City efforts, later forming the L.A. City Lifeguards in 1927 under the Department of Playgrounds and Recreation. Municipal services covered Venice, Playa del Rey, Cabrillo, Terminal Island beaches, and Santa Monica Canyon, until Santa Monica formed their own service in 1932. In 1927, the Department of

Playgrounds and Recreation completed the Venice lifeguard headquarters on the beach just west of Brooks Avenue at approximately 828 Ocean Front Walk known as the Brooks Station (not extant). By 1934, the Venice and City Beach headquarters moved from the Brooks Station to a newly constructed Sunset Pier Station at approximately 2100 Ocean Front Walk (not extant). Sunset Pier Station endured until 1968, when the new Venice Lifeguard Station was constructed. As the City of Los Angeles, Santa Monica, and Los Angeles County lifeguard operations grew, the overlap in their services became more apparent; in 1974, the City of Santa Monica merged its lifeguard service into the Los Angeles County Lifeguard Service. The following year, the Los Angeles City Lifeguard Service also merged into the Los Angeles County Lifeguard Service. After the merger, all County-wide Lifeguard Administrative Services were relocated to the Venice Lifeguard Station. Since consolidation in 1975, Los Angeles County manages 72 miles of coastline, 32 miles of beach, plus Catalina Island.

Irregular in plan, the subject property consists of a 40-foot hexagonal shaped two-story observational tower atop a larger, mostly hexagonal-shaped base that contained support spaces. It is of wood-frame construction with vertical wood cladding. The tower has a low-pitched, pyramidal roof with rolled roofing and features exposed rafter tails that extend beyond the roofline. The roof of the first story is flat and is clad with rolled roofing. The first floor of the primary, west-facing facade is concave, with diagonal walls from the northwest and southwest; there is a single-panel door centered on the facade with a second door and two vinyl windows on the southwest interior elevation. On all of the other ground floor elevations there are metal roll-up garage doors, with one on the south-facing elevation serving as the main entrance. The second story has windows covered by metal roll-up screens on the west-, south-, northwest-, and north-facing facades. The third story is wider than the second floor and features a wrap-around observation deck supported by beams that protrude from the second-story walls and six-paneled, flush-mounted, metal floor-to-ceiling windows and doors on five of the six facades. Interior features include exposed roof rafters.

Alfred C. Prescott (1917-1987) and Raymond Whalley (1918-2012) established their architectural firm in Silver Lake in 1950. In 1962, Robert Weit (1927-2007) joined the firm as a partner. Prescott was born in Los Angeles in 1917 and graduated from the University of Southern California School of Architecture in 1938. He worked as a draftsman for several architects, including A.C. Zimmerman. Whalley was born in London, England in 1918 and graduated from the University of Southern California in 1946. Prior to forming a firm with Prescott, he worked for the U.S. Army Corps of Engineers and as an architect with Walter R. Hagedohm. Weit was born in New York City in 1927 and graduated from the University of Southern California in 1959. Prescott, Whalley, and Weit contributed several significant civic and religious buildings to the greater Los Angeles area that include the Burbank Civic Center Annex at 250 E. Olive Avenue, Burbank (1959, extant); the Burbank Municipal Service Building at 150 N. 3rd Street, Burbank (1967, not extant); the Burbank County Courts Building at 300 E. Olive, Burbank 1954, extant); Fire Station No. 97 at 8021 Mulholland Drive, Studio City (1962, extant); Fire Station No. 95 at 10010 International Road, Los Angeles (1959, extant); St. Jerome Catholic Church at 5550 Thornburn Street, Los Angeles (1966, extant); and St. Catherine of Siena Catholic Church at 18115 Sherman Way, Reseda (1964, extant). The firm is no longer active; Prescott passed away in Los Angeles in 1987, Weit passed away in 2007, and Whalley passed away in Culver City in 2012.

Based on permit records, the subject property has experienced only minor alterations that consist of the remodeling of the women's restroom and locker room in 2008 and the addition of windows on the second floor at an unknown date.

SurveyLA, the citywide historic resources survey, identified the subject property as a rare example of a lifeguard station headquarters building in Venice that appeared to be the only example along

this stretch of the beach. However, surveyors noted that eligibility standards for lifeguard stations had not been established and therefore, the evaluation could not be completed.

### **CRITERIA**

The criterion is the Cultural Heritage Ordinance which defines a historical or cultural monument as any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles if it meets at least one of the following criteria:

1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community;
2. Is associated with the lives of historic personages important to national, state, city, or local history; or
3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age.

### **FINDINGS**

Based on the facts set forth in the summary and application, the Commission determines that the application is complete and that the property may be significant enough to warrant further investigation as a potential Historic-Cultural Monument.

### **BACKGROUND**

On November 13, 2023, the Director of Planning determined that the application for the proposed designation of the subject property as an Historic-Cultural Monument was complete.



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 1. PROPERTY IDENTIFICATION

|   |          |           |                 |                   |                 |
|---|----------|-----------|-----------------|-------------------|-----------------|
| Proposed Monument Name:   |          |           |                 |                   |                 |
| Other Associated Names:   |          |           |                 |                   |                 |
| Street Address:   |          |           | Zip:            | Council District: |                 |
| Range of Addresses on Property:   |          |           | Community Name: |                   |                 |
| Assessor Parcel Number:   | Tract:   |           | Block:          | Lot:              |                 |
| Identification cont'd:  |          |           |                 |                   |                 |
| Proposed Monument Property Type:  | Building | Structure | Object          | Site/Open Space   | Natural Feature |
| Describe any additional resources located on the property to be included in the nomination, here: |          |           |                 |                   |                 |
|   |          |           |                 |                   |                 |

## 2. CONSTRUCTION HISTORY & CURRENT STATUS

|  |         |           |                           |                                |  |
|--|---------|-----------|---------------------------|--------------------------------|--|
| Year built:                                    | Factual | Estimated | Threatened?               |                                |  |
| Architect/Designer:                            |         |           | Contractor:               |                                |  |
| Original Use:                                  |         |           | Present Use:              |                                |  |
| Is the Proposed Monument on its Original Site? |         | Yes       | No (explain in section 7) | Unknown (explain in section 7) |  |

## 3. STYLE & MATERIALS

|                      |                            |                  |                            |
|----------------------|----------------------------|------------------|----------------------------|
| Architectural Style: |                            | Stories:         | Plan Shape: Other: hexagon |
| <i>FEATURE</i>       | <i>PRIMARY</i>             | <i>SECONDARY</i> |                            |
| CONSTRUCTION         | Type:                      | Type:            |                            |
| CLADDING             | Material:                  | Material:        |                            |
| ROOF                 | Type:                      | Type:            |                            |
|                      | Material:                  | Material:        |                            |
| WINDOWS              | Type:                      | Type:            |                            |
|                      | Material:                  | Material:        |                            |
| ENTRY                | Style:                     | Style:           |                            |
| DOOR                 | Type: Other: metal roll-up | Type:            |                            |



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 4. ALTERATION HISTORY

List date and write a brief description of any major alterations or additions. This section may also be completed on a separate document. Include copies of permits in the nomination packet. Make sure to list any major alterations for which there are no permits, as well.

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## 5. EXISTING HISTORIC RESOURCE IDENTIFICATION (if known)

|  |  |
|--|--|
| Listed in the National Register of Historic Places   |  |
| Listed in the California Register of Historical Resources  |  |
| Formally determined eligible for the National and/or California Registers                            |  |
| Located in an Historic Preservation Overlay Zone (HPOZ)  | Contributing feature<br>Non-contributing feature |
| Determined eligible for national, state, or local landmark status by an historic resources survey(s) | Survey Name(s):                                  |
| Other historical or cultural resource designations:  |  |

## 6. APPLICABLE HISTORIC-CULTURAL MONUMENT CRITERIA

The proposed monument exemplifies the following Cultural Heritage Ordinance Criteria (Section 22.171.7):

|  |
|--|
| 1. Is identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community.             |
| 2. Is associated with the lives of historic personages important to national, state, city, or local history.   |
| 3. Embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age. |



# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 7. WRITTEN STATEMENTS

*This section allows you to discuss at length the significance of the proposed monument and why it should be designated an Historic-Cultural Monument. Type your response on separate documents and attach them to this form.*

**A. Proposed Monument Description** - Describe the proposed monument's physical characteristics and relationship to its surrounding environment. Expand on sections 2 and 3 with a more detailed description of the site. Expand on section 4 and discuss the construction/alteration history in detail if that is necessary to explain the proposed monument's current form. Identify and describe any character-defining elements, structures, interior spaces, or landscape features.

**B. Statement of Significance** - Address the proposed monument's historic, cultural, and/or architectural significance by discussing how it satisfies the HCM criteria you selected in Section 6. You must support your argument with substantial evidence and analysis. The Statement of Significance is your main argument for designation so it is important to substantiate any claims you make with supporting documentation and research.

## 8. CONTACT INFORMATION

### *Applicant*

|                 |               |          |        |
|-----------------|---------------|----------|--------|
| Name:           |               | Company: |        |
| Street Address: |               | City:    | State: |
| Zip:            | Phone Number: | Email:   |        |

### *Property Owner*

Is the owner in support of the nomination?      Yes      No      Unknown

|                 |               |          |        |
|-----------------|---------------|----------|--------|
| Name:           |               | Company: |        |
| Street Address: |               | City:    | State: |
| Zip:            | Phone Number: | Email:   |        |

### *Nomination Preparer/Applicant's Representative*

|                 |               |          |        |
|-----------------|---------------|----------|--------|
| Name:           |               | Company: |        |
| Street Address: |               | City:    | State: |
| Zip:            | Phone Number: | Email:   |        |





# HISTORIC-CULTURAL MONUMENT NOMINATION FORM

## 9. SUBMITTAL

When you have completed preparing your nomination, compile all materials in the order specified below. Although the entire packet must not exceed 100 pages, you may send additional material on a CD or flash drive.

### APPLICATION CHECKLIST

- |  |  |
|--|--|
| 1. <input checked="" type="checkbox"/> Nomination Form   | 5. <input checked="" type="checkbox"/> Copies of Primary/Secondary Documentation   |
| 2. <input checked="" type="checkbox"/> Written Statements A and B  | 6. <input checked="" type="checkbox"/> Copies of Building Permits for Major Alterations (include first construction permits) |
| 3. <input checked="" type="checkbox"/> Bibliography  | 7. <input checked="" type="checkbox"/> Additional, Contemporary Photos   |
| 4. <input checked="" type="checkbox"/> Two Primary Photos of Exterior/Main Facade (8x10, the main photo of the proposed monument. Also email a digital copy of the main photo to: <a href="mailto:planning.ohr@lacity.org">planning.ohr@lacity.org</a> ) | 8. <input checked="" type="checkbox"/> Historical Photos   |
|  | 9. <input checked="" type="checkbox"/> Zimas Parcel Report for all Nominated Parcels (including map)                         |

## 10. RELEASE

|   |   |
|---|---|
| Please read each statement and check the corresponding boxes to indicate that you agree with the statement, then sign below in the provided space. Either the applicant or preparer may sign. |   |
| <input checked="" type="checkbox"/>   | I acknowledge that all documents submitted will become public records under the California Public Records Act, and understand that the documents will be made available upon request to members of the public for inspection and copying.                                     |
| <input checked="" type="checkbox"/>   | I acknowledge that all photographs and images submitted as part of this application will become the property of the City of Los Angeles, and understand that permission is granted for use of the photographs and images by the City without any expectation of compensation. |
| <input checked="" type="checkbox"/>   | I acknowledge that I have the right to submit or have obtained the appropriate permission to submit all information contained in this application.  |

Robin Murez

10/30/23

Name:

Date:

Signature:

Lindsay Mulcahy

10/30/23

Name:

Date:

Signature:

Mail your Historic-Cultural Monument Submittal to the Office of Historic Resources.

Office of Historic Resources  
Department of City Planning  
221 N. Figueroa St., Ste. 1350  
Los Angeles, CA 90012

Phone: 213-874-3679  
Website: [preservation.lacity.org](http://preservation.lacity.org)

## Co-Applicant Contact Information

Name: Robin Murez

Company: Venice Neighborhood Council

Address: 1010 Abbot Kinney Blvd.

Phone Number: 310-709-7826

Email: [publicplaces@venicenc.org](mailto:publicplaces@venicenc.org)

Name: Lindsay Mulcahy

Company: Los Angeles Conservancy

Address: 523 W 6th St.

Phone Number: 213-623-2489

Email: [lmulcahy@laconservancy.org](mailto:lmulcahy@laconservancy.org)





## **7: WRITTEN STATEMENTS A & B**

### **7A: PROPOSED MONUMENT DESCRIPTION**

#### ***Building Description***

The Venice Lifeguard Station is located at 2300 S. Ocean Front Walk. The Los Angeles-based architectural firm Prescott, Whalley, and Weit designed the building in 1968 for the City of Los Angeles. The three-story hexagonal building has a prominent third story observation tower and is an excellent example of Mid-Century Modern institutional development.

#### **Site**

The Venice Lifeguard Station is located on the sand of Venice Beach southwest of Ocean Front Walk and 23rd Avenue. To the north of the Station is a public parking lot and to the southeast is a stone jetty and lifeguard stand. A private parking lot surrounds the northeast portion of the building. A chain link fence cordons off the parking lot and the entire east half of the building facing Ocean Front Walk. There is some shrubbery lining the outside of the fence. There are three outbuildings: two storage units outside the fence south of the building, and one that abuts the building on the west end. The three outbuildings are excluded from the nomination.

#### **Building-Exterior**

The Venice Lifeguard Station is a symmetrical wood-frame, hexagonal shaped building. It has a wide ground floor and a two-story tower. The top tower has a wood-frame hexagonal pyramidal roof with a low-pitched and clad with roll roofing. Exposed eaves and wooden rafters extend beyond the roofline. The secondary roof, which covers the larger first-story that extends beyond the central tower, is flat. It is also clad with roll roofing and features eaves enclosed by wood fascia. All three levels of the facade are clad with vertical wood panel siding. The foundation is cement, with deep pilings into the sand.

The building's primary facade faces west towards the ocean. Unlike the other five ground-floor facades, the primary elevation is concave, with diagonal walls from the northwest and southwest leading into a westward facing wall. There is a single-panel door in the center of the west-facing elevation, and one on the southwest interior elevation. There are two vinyl-framed sliding windows on the southwest interior elevation which appear to be a later alteration.

The main entrance is a garage metal overhead roll-up door on the south-facing elevation. The facade also contains a single panel door to the south of the garage door. Both doors lead out onto the sand. There are between one to two garage roll-up doors on every other ground floor elevation.

The second story is a narrow tower with vertical wood paneling. Four of the facades – those facing west, south, northwest, and north – have one window (all but the east and southeast facades). The window materials on the four windows are unknown, as they are concealed by metal roll-ups.

The third story is wider than the second story. It is supported by wooden beams which protrude from the second story walls to support the third story wooden wrap-around observation deck. The third story is composed of six-paneled flush-mounted metal framed floor-to-ceiling windows and doors on five of the six facades.

### Building-Interior

The ground floor is a mix of garage space, housing vehicles and heavy equipment, restrooms, and locker rooms. The second floor contains several office spaces. The third floor has a central room with staircase access and a bathroom. Office spaces are delineated by partition walls along the exposed roof rafters and create six triangular rooms.

### Alterations

There have been few alterations since the building's construction in 1968. The roll roofing was replaced in 2006 and 2008, and the women's restroom and locker room were remodeled in 2008. Based on drawings, the windows on the second story appear to have been added at a later date. A fence was erected around the parking lot and east end of the building at an unspecified time.

### Integrity

The building retains a high level of integrity. Its location, design, workmanship, materials, and feeling are unchanged. Due to the loss of the original landscaping (described in the Significance Statement below), the setting has been slightly altered. The building condition has declined over the last decade, as evidenced by 2015 documentation from SurveyLA as compared to today. However, the deterioration of some wooden elements does not impact the overall integrity of the building.

### ***Character-Defining Features:***

- First, second, and third story hexagonal volumes
- 40' tower
- Vertical wood cladding
- First story flat roof with eaves enclosed by wood fascia
- Third story low-pitched hexagonal pyramidal roof with exposed eaves and rafters
- Third story interior exposed rafters
- Third story wooden wraparound deck
- Third story steel flush-mounted floor-to-ceiling windows and sliding doors
- First story garage doors

***Alteration History:***

8/22/1968 New Construction Permit issued

6/17/1970 Certificate of Occupancy issued

3/7/2006 Alteration for re-roofing with Class A Built Up Roof/Hot Mop

2/25/2008 Alteration for re-roofing with Class A Built Up Roof/Hot Mop

4/1/2008 Interior remodel for new women's restroom and locker room

12/6/2017 New electrical work

1/7/2018 New electrical work

## 7B: STATEMENT OF SIGNIFICANCE

### *Summary*

The Venice Lifeguard Station is eligible for designation under Criterion 1, *identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community*, as a rare example of a lifeguard station headquarters that is significant in the development of the L.A. City and L.A. County Lifeguard Services.

From its construction in 1968 through 1975, the Venice Lifeguard Station (“Venice Station”) located at 2300 S. Ocean Front Walk served as the headquarters of the L.A. City Lifeguard Service. When the City and County consolidated services in 1975, the building became the L.A. County Lifeguard Headquarters. It anchored the County Lifeguard Service until 2016.<sup>1</sup> The Venice Station was the central administrative site during a formative period of growth and institutionalization in Los Angeles City and County’s lifeguard operations, one of the largest professional services in the world.<sup>2</sup> While headquartered at the Venice Lifeguard Station, lifeguards have saved thousands of lives and profoundly shaped the leisure, recreation, and beach culture that defines Venice and Southern California.

The building is also eligible for designation under Criterion 3, *embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age*, as a significant and unique example of a Mid-Century Modern lifeguard station.

The Venice Station was designed for the City of Los Angeles in 1968 by the Los Angeles-based architectural firm Prescott, Whalley, and Weit. The building is an excellent example of Mid-Century institutional development. It conveys essential character defining features of Mid-Century Modernism evident in the building’s direct expression of its post-and-beam structure and bold geometric hexagonal volumes. The distinctive third story hexagonal tower, with its low-pitched pyramidal roof, exposed eaves and rafters, steel flush-mounted floor-to-ceiling windows, and wraparound deck, demonstrates a high level of design and craftsmanship. Original landscaping designed by the landscape architecture firm Cornell, Bridgers, and Troller is not extant.

According to SurveyLA, the Venice Lifeguard Station (“Lifeguard Station”) is a "Rare example of a lifeguard station headquarters building in Venice; appears to be the only example along this stretch of the beach." However, the report continued, “eligibility standards for lifeguard stations

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<sup>1</sup> Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years*, (self-published, GoogleBooks, 2011), 90.

<sup>2</sup> Arthur C. Verge, *L.A. County Lifeguards*, (Arcadia, CA: Arcadia Press, 2005), 3; Mark, *Our Lifeguard Family*, 1707.



have not been established; therefore, the evaluation could not be completed." This nomination documents the overlooked, but formative, history of lifeguard services in Venice and across Los Angeles that contextualizes the significance of the Venice Lifeguard Station.

The Venice Station served as the L.A. City Lifeguard Services headquarters from its construction in 1968 through 1975 when it became the L.A. County Lifeguard Headquarters following the merger of City and County Lifeguard Services. The Venice Station served as the L.A. County Lifeguard Headquarters from 1975 until 2016 when Headquarters were moved to the Manhattan Beach Lifeguard Station at 2600 The Strand. The period of significance begins with the building's construction in 1968 as L.A. City Lifeguard Headquarters and extends through 2016 when the building ceased to be the L.A. County Lifeguards Headquarters.<sup>3</sup> Since 2016, the Venice Lifeguard Station has continued to be jointly occupied by L.A. County Lifeguards and the Department of Beaches and Harbors.

### History of Venice

Venice is ancestral, unceded, Tongva territory. The Tongva are a Uto-Aztecan speaking people who, before western colonization, prospered in at least 31 villages throughout the Los Angeles Basin and on the Catalina and San Clemente islands.<sup>4</sup> Known villages around present-day Venice include Sa'anga and Waachnga, located near the Ballona Wetlands and Centinela Creek, and Kuruvungna Village Springs in present-day West Los Angeles.<sup>5</sup> Despite over a century of subjugation sponsored by the Spanish and United States governments, members of the Gabriellino-Tongva tribe continue to steward their homelands.

In the 1760s, Spanish explorers and missionaries including Junipero Serra and Gaspar de Portola arrived in the Los Angeles Basin and began forcing the Tongva off their lands and into work camps at Mission San Gabriel. The land now known as Venice was grouped within Rancho La Ballona and deeded to the Machado and Talamantes families in the early 1800s. In 1891, the land was sold to tobacco millionaire and real estate developer Abbot Kinney and his business partner Francis G. Ryan. Kinney and Ryan began developing the Ocean Park tract as a resort destination, and in 1902 expanded south to present-day Venice.<sup>6</sup>

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<sup>3</sup> As will be further described below, the Venice Lifeguard Station was the L.A. City Lifeguard Headquarters until 1975 when it became the L.A. County Lifeguard Headquarters following the merger of City and County Lifeguard Services. The Manhattan Beach Lifeguard Station at 2600 The Strand has served as the L.A. County Lifeguard Headquarters since 2016.

<sup>4</sup> Kuruvungna Village Springs, "History," accessed September 4, 2023, [http://gabrielinosprings.com/wpsite/?page\\_id=385](http://gabrielinosprings.com/wpsite/?page_id=385).

<sup>5</sup> Jocelyn Lopez, "Re-Indigenizing Spaces: How Mapping Racial Violence Shows the Interconnections Between Settler Colonialism and Gentrification," Thesis, (U.C. Berkeley, 2020); "Venice Community Plan DRAFT," Los Angeles City Planning, August 2023.

<sup>6</sup> Los Angeles Historic Resources Survey Report, "Venice Community Plan Area," Prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, by Historic Resources Group, (March 2015): 5.

In 1904, residents voted to establish the City of Ocean Park and the following year Kinney introduced his plans for Venice of America. The Venice, Italy-inspired California resort opened July 4, 1905 and boasted a boardwalk, the Venice Canals, and a salt water plunge. In the following years, Venice of America anchored the City of Ocean Park as tourists flocked to the resort for amusement and recreation.<sup>7</sup>

Venice was annexed by the City of Los Angeles in 1925. This precipitated a major shift in the City's development, with the establishment of new infrastructure and institutional development. The City's restrictions on gambling and dancing led to a decline in tourism in the 1930s, which coincided with the discovery of oil and the establishment of oil derricks along the coastline. By the 1940s Venice was in an economic decline, which opened up the door for artists who by the 1950s had established a thriving beatnik community and culture.<sup>8</sup>

Beginning in 1960, however, homeowners pushed against the counterculture movement and gained City support for urban renewal projects that demolished "blighted" buildings and displaced low income communities. In tandem with this demolition were efforts to build new civic infrastructure highlighting one of Venice's greatest assets- the beach. In 1962, the City constructed a new recreation center with a pavilion and sports center on the beach. Five years later, they approved funds for the new Venice Lifeguard Station which was completed in 1968. In this era, the oil wells that earned Venice the moniker "Slum by the Sea" began to be capped.<sup>9</sup> These improvements marked the growing swell of tourism to Venice Beach and the intrinsic ties between culture, leisure, and physical recreation that defines Southern California beach culture.

Through the 1970s and 1980s Venice experienced economic improvements and a wave of new residents, many of whom attended Sci-Arc in Santa Monica. These artists and architects drew from the neighborhood's counterculture heritage and brought in new architectural styles loosely defined as "modern eclectic."<sup>10</sup> Tourism continued to increase in the 1970s and 1980s; the boardwalk, bike path, and beach were places for locals and tourists alike to be seen and to recreate.

In the last few decades, improvements to Venice's build environment have been accompanied by shifting demographics. The last of the oil wells were capped in 1991, and in 1993 the Venice Canals re-opened after a major 18-month restoration.<sup>11</sup> By the mid 2000s the process of gentrification had begun: an influx of wealthy residents, followed by a growing tech industry in

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<sup>7</sup> Los Angeles Historic Resources Survey Report, "Venice Community Plan Area," 7-11.

<sup>8</sup> Ibid., 13-15.

<sup>9</sup> Los Angeles Historic Resources Survey Report, "Venice Community Plan Area," 15-16.

<sup>10</sup> "Venice Eclectic: Modern Architecture from the '70s and '80s," *L.A. Conservancy*, 2013.

<sup>11</sup> "With Oil Wells Capped, Venice Beach Looks to Cleanup," *Los Angeles Times*, October 29, 1991; Los Angeles City Planning, "Venice Timeline," accessed September 5, 2023.

Venice has led to skyrocketing rents and heavier policing that is dramatically reshaping the neighborhood.<sup>12</sup>

### Development of Venice Beach and Early Life Saving

When Abbot Kinney opened Venice of America in 1905, tourists flocked to the newly constructed pier, amusement park, and beach seeking leisure and entertainment. Venice was the closest beach from downtown Los Angeles, accessible via a train ride that lasted less than an hour and cost 15 cents.<sup>13</sup> Swimming became a popular recreation activity, both in the waters of the Santa Monica Bay and in the bathhouse – the Venice Hot Salt Water Plunge – at the edge of the surf just north of the Venice Pier.<sup>14</sup>

However, the public’s limited water skills and education led to frequent drownings. Bathhouses hired “life savers,” who had little training and equipment limited to a boat, buoys, and lifelines. In 1907, a crowd of two thousand watched from Venice beach as two fishermen capsized their boat and drowned. This incident, along with similar ones up and down the coast, spotlighted amateur lifeguarding and the perils of the water. These tragedies were publicized in newspapers including the *Los Angeles Times* and described as unavoidable casualties.<sup>15</sup>

Kinney saw the drownings and subsequent press as a liability for his enterprises.<sup>16</sup> In the summer of 1907, just months after the fishermen drowned, Kinney and former sea captain Percy Grant formed the Venice Volunteer Life-Saving Corps. The group drew inspiration from the U.S. Volunteer Life-Saving Corps, which began in New York in the 1890s and proliferated down the East Coast. Venice was the first community on the west coast to establish a volunteer corps and became an official chapter in the national corps in 1908. Venice’s first lifesaving station was established in an old wave motor house at the end of Venice Pier. Margaret Kinney, Abbot’s wife, leveraged women’s clubs to raise money for equipment, including a boat dubbed *Venice*. While the equipment and skills of this volunteer force were still rudimentary, their establishment led Kinney to boast that Venice was not just the finest beach resort, but the safest.<sup>17</sup>

A major figure in Venice’s lifesaving success was George Freeth. Freeth was a mixed-race Hawaiian who came to Venice in 1907 to perform in surfing exhibitions for tourists. He soon began working as a lifeguard at the bathhouse and beach. He became captain of the Venice Life Saving Corps and rose to local fame for his daring rescues, athletic prowess, and, perhaps most

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<sup>12</sup> “Vexit: Venice Beach Wants Out,” *LaCurbed*, August 8, 2016.

<sup>13</sup> Patrick Mosser, *Surf and Rescue: George Freeth and the Birth of California Beach Culture*, (Champaign: University of Illinois Press, 2022), 44.

<sup>14</sup> The plunge was built in 1907 and in 1908 was expanded and renamed the Venice Surf Bathhouse. The location is described as north of the Venice Pier, but no address was identified. Mosser, *Surf and Rescue*, 86; Los Angeles Historic Resources Survey Report, “Venice Community Plan Area,” 7.

<sup>15</sup> Mosser, *Surf and Rescue*, 44-45.

<sup>16</sup> *Ibid.*, 45.

<sup>17</sup> The U.S. Volunteer life-Saving Corps was shortly followed by the American Red Cross Life Saving Corps which was founded in 1914. *Ibid.*, 49-51, 68.

importantly, his role as a teacher and mentor for a new generation of swimmers and life savers. Freeth brought crucial knowledge about working with the ocean from indigenous Hawaiian culture and pioneered lifeguard saving methods that shaped generations of future lifeguards.<sup>18</sup>

Venice was not alone in its efforts to make the waters safer for visitors and seafarers. In 1902, Long Beach became the first in Southern California to establish a lifeguard station next to the Long Beach bathhouse, and in 1908 Long Beach was the first to hire a professional lifeguard. Lifeguards at Huntington's beach resort followed shortly on the heels of Venice, with the opening of the Redondo Beach Bathhouse in 1909.<sup>19</sup>

In the 1910s and early 20s, the City of Venice employed several lifeguards, including George Wolf, who were organized within the police department. Lifesaving changed the narrative of drowning from tragic but unavoidable to preventable.<sup>20</sup>

#### Development of Professional Lifeguard Services and the Brooks Street Station: 1920s

In the 1920s, the popularity of beaches continued to swell. A higher demand for life saving, coupled with the Works Progress Administration, led to new funding that facilitated the institutionalization of lifeguard services and facilities.<sup>21</sup>

In 1925, Venice voted to consolidate into Los Angeles, prompting the Venice and Ocean Park lifeguards to organize with the City efforts.<sup>22</sup> The L.A. City Lifeguards formed in 1927 under the Department of Playgrounds and Recreation. Municipal services covered Venice, Playa del Rey, Cabrillo, Terminal Island beaches, and Santa Monica Canyon, until Santa Monica formed their own service in 1932.<sup>23</sup> The expansion and professionalization of City Lifeguards were led by Chief Myron Cox from 1931 through 1972.<sup>24</sup>

In 1927, The Department of Playgrounds and Recreation completed the Venice lifeguard headquarters on the beach just west of Brooks Avenue at approximately 828 Ocean Front Walk (not extant).<sup>25</sup> Known as the Brooks Station, the Spanish Colonial Revival-style building was rectangular with a two-story square tower, rounded windows, terracotta roof tiles, and wrought iron detailing.<sup>26</sup> A *Los Angeles Times* article announced the new facility would be equipped with an “inhalator, sirens, stretchers, blankets and other paraphernalia and will be used to convey

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<sup>18</sup> LA County lifeguard trials used Freeth's techniques and training requirements. Mosser, *Surf and Rescue*, 72, 120.

<sup>19</sup> *Ibid.*, 84-5.

<sup>20</sup> *Ibid.*, 72.

<sup>21</sup> Arthur C. Verge, *L.A. County Lifeguards*, (Arcadia, CA: Arcadia Press, 2005), 17.

<sup>22</sup> Verge, *L.A. County Lifeguards*, 17; Mark, *Our Lifeguard Family*, 3046.

<sup>23</sup> In 1932, Santa Monica formed their own lifeguarding service that covered the Canyon. Verge, *L.A. County Lifeguards*, 31; Mark, *Our Lifeguard Family*, 386; “Beach Safety Plans Ready: Playground Board Passes on Extensive Program for Improvement in Life-Saving Facilities,” *Los Angeles Times*, December 11, 1927.

<sup>24</sup> Verge, *L.A. County Lifeguards*, 25.

<sup>25</sup> *Ibid.*; Mark, *Our Lifeguard Family*, 2509, 2065; “Beach Safety Plans Ready,” *Los Angeles Times*.

<sup>26</sup> Mark, *Our Lifeguard Family*, 1383.

guards to the source of an alarm.” The Brooks Station headquartered Venice’s operations and was the first to house all City Beach administrative services.



Brooks Station, circa 1927. Source: Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).

#### Development of Professional Lifeguard Services and the Sunset Pier Station: 1930s

By 1934, the Venice and City Beach headquarters moved from the Brooks Station to the newly constructed Sunset Pier Station at approximately 2100 Ocean Front Walk (not extant).<sup>27</sup> The Sunset Pier Station was built on pilings at the foot of North Venice Boulevard and the base of Sunset Pier.<sup>28</sup>

The new building was larger than the Brooks Station and was designed in the PWA Moderne architectural style. This was a popular style for civic infrastructure at the time and featured a blend of classical elements including austere and symmetrical exteriors, along with modern elements such as fluted piers.<sup>29</sup>

<sup>27</sup> “Dedication of New Municipal Pier,” *Los Angeles Times*, August 29, 1931; “Seagoing Ambulance in Service,” *Los Angeles Times*, August 3, 1934.

<sup>28</sup> The Sunset Pier was improved by the L.A. Playground and Recreation Department and opened with new amenities in 1931. “Dedication of Municipal Pier Set for Today,” *Los Angeles Times*, August 29, 1931.

<sup>29</sup> Los Angeles Citywide Historic Context Statement, “Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980,” (prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources, December 2019), 78-80.

In 1947, the Pier was demolished and the beach was widened.<sup>30</sup> Sunset Pier Station, now landlocked, endured until 1968 when the new Venice Lifeguard Station was constructed.<sup>31</sup>



Sunset Pier Station, circa 1934. Source: Mark, *Our Lifeguard Family*.

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<sup>30</sup> “City Plans Huge Beach Development Program: Project Includes Removing Piers, Building Sewage Plant and Moving Vast Dunes of Sand,” *Los Angeles Times*, August 17, 1947.

<sup>31</sup> Jeffrey Stanton, “Sunset Pier,” April 6, 1998, accessed July 24, 2023, <https://www.westland.net/venicehistory/articles/sunsetpier.htm>; “Dedication Scheduled for Lifeguard Building,” *Los Angeles Times*, November 23, 1969.



Sunset Pier Station, circa 1960s. Source: Mark, *Our Lifeguard Family*.

In 1929, L.A. County formed their own Lifeguards Service with funds from the Work Progress Administration. Just two years later in 1931, economic pressure due to the Great Depression caused all coastal cities in the South Bay, excluding the City of L.A., to consolidate lifeguard services within the County.<sup>32</sup>

Throughout the 1930s, L.A. City's lifeguard services were expanded and refined. In 1939, L.A. City Lifeguards celebrated a year of 10,000,000 beach visitors and no deaths. Chief Cox cited the milestone as a testament to training techniques that emphasized prevention and technology such as two-way radios.<sup>33</sup>

The beach boom was halted temporarily during World War II, where “blackouts” closed the beaches to civilians and many lifeguards were conscripted in the military.<sup>34</sup>

#### “Golden Era” of Lifeguarding and Development of the Venice Lifeguard Station: 1945-1970

While WWII slowed the progress of lifeguarding services, the post-war era was a boon for the industry as wartime technology was adapted for lifesaving.<sup>35</sup> Many lifeguards returning from the

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<sup>32</sup> Verge, *L.A. County Lifeguards*, 25-31.

<sup>33</sup> “Beach Guards Aided by Radio: City-Patrolled Resorts Go Year Without Death; Stress Preventive Work,” *Los Angeles Times*, June 5, 1939.

<sup>34</sup> Verge, *L.A. County Lifeguards*, 31.

<sup>35</sup> This included wetsuits, rescue tubes, and scuba diving equipment. Verge, *L.A. County Lifeguards*, 61.

war brought back with them a military-inspired discipline and culture. By the mid-century, lifeguards were “run with military discipline.”<sup>36</sup>

Los Angeles lifeguards were at the vanguard of lifesaving and influenced practices across the globe. In 1956, L.A. City and County lifeguards participated in the Australian Olympic International Surf Championships representing the United States. There, they introduced the American rescue tube and buoy, as well as Malibu Balsa surfboards. The competition led to international exchange between lifeguards and the proliferation of U.S. surf technology and techniques. The L.A. lifeguards competed in the event as the “Surf Life Saving Association of America.” After the Olympics, LA County Lifeguard Chief Bud Stevenson leveraged the newly founded organization to professionalize lifeguarding in Los Angeles. In 1965, the organization evolved into the National Surf Life Saving Association of America and expanded beyond Southern California. This demonstrates the impact of Los Angeles lifeguards in shaping not only national but international lifeguarding practices.<sup>37</sup>

Venice’s economic and political climate also played a key role in the development of its lifeguard facilities. By the 1950s, Venice’s oil derricks, disinvestment, as well as an affordable and vibrant art scene, earned it the nickname “Slum by the Sea.” In the 1960s, property and business owners formed the Venice Planning Committee to “revitalize” the community by pushing for the demolition of “blighted” buildings.<sup>38</sup> The City responded by condemning over 500 mostly older buildings in Venice, as well as constructing a new recreation center on the beach.<sup>39</sup>

As part of this larger revitalization effort, in 1963, the Venice Property Owners Association began advocating for the City to condemn the Sunset Pier Lifeguard Station and construct new facilities that they argued would better serve residents.<sup>40</sup> Led by David Zitnic, the Association's rejuvenation program intended to “rebirth” Venice “as a residential, recreational, and resort community.” This, according to Zitnic, included capital improvements, re-zoning, and displacement of “establishments that depend on the adventure seekers and the undesirable.”<sup>41</sup>

In 1968, The Board of Recreation and Park Commissioners approved \$380,000 for improvements along Venice Beach. Most of the sum, \$235,000, was allocated for the construction of a new lifeguard headquarters at 2300 Ocean Front Walk and related landscaping

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<sup>36</sup> Mark, *Our Lifeguard Family*, 2304.

<sup>37</sup> The “Surf Life Saving Association of America” represented the entire United States at the Australian Olympics, even though it was solely composed of L.A. City and County lifeguards, further demonstrating the influence of L.A. lifeguards in the nation. California Surf Lifeguarding Association, “History,” accessed July 28, 2023, <https://cslsa.org/History.html>.

<sup>38</sup> “Venice Eclectic: Modern Architecture from the ‘70s and ‘80s,” *L.A. Conservancy*, 2013.

<sup>39</sup> Los Angeles Historic Resources Survey Report, “Venice Community Plan Area,” 15-16.

<sup>40</sup> “Venice Group Urges New Lifeguard Station,” *Los Angeles Times*, November 3 1963.

<sup>41</sup> “‘64 Outlook Bright for West Side: Optimism Voiced by Leadership Despite Problems More Progress in ‘64,” *Los Angeles Times*, January 2, 1964.



and site improvements.<sup>42</sup> The remainder of the funds went to landscaping, irrigation, bathroom facilities, and play equipment at Rose Avenue, Brooks Avenue, and Washington Avenue. Soon after, the City selected Prescott, Whalley, and Weit to design the station, and Cornell, Bridgers, and Trolle to design the landscaping. The new station opened on November 29, 1969, at a dedication ceremony attended by Recreation and Parks officials, Mayor Samy Yorty, and Councilmember Marvin Braude.<sup>43</sup>

100 yards south of the former Sunset Pier Headquarters, the newly constructed Venice Lifeguard Station was also known as the Venice Division Headquarters and the Maintenance Building. The new Venice Station expressed a dramatically different aesthetic and scale than the Sunset or Brooks Stations, reflecting the growth of lifeguard services and development of life saving technology. The Mid-Century Modern building, with its two-story hexagonal tower, was both an icon for beachgoers on the shore and provided an unparalleled vantage point for lifeguard administrators.



Venice Lifeguard Station, facing west, 1968. Source: “Our L.A. County Lifeguard Family”

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<sup>42</sup> The improvements were funded by oil bonus money earned from petroleum production on Venice Beach. “Commission OKs Improvements for Venice Beach,” *Los Angeles Times*, January 21, 1968, “Dedication Scheduled for Lifeguard Building,” *Los Angeles Times*, November 23, 1969.

<sup>43</sup> “Dedication Scheduled for Lifeguard Building,” *Los Angeles Times*.

### Lifeguard Services Consolidation: 1970s

As L.A. City, Santa Monica, and L.A. County lifeguard operations grew, the overlap in their services became more apparent. In 1974, City of Santa Monica merged its lifeguard service into the L.A. County Lifeguard Service, which was housed within the County Department of Beaches.

On June 1, 1975, the L.A. City Lifeguard Service also merged into the L.A. County Lifeguard Service.<sup>44</sup> The municipalities signed a Joint Powers Agreement to consolidate and streamline lifeguarding operations.<sup>45</sup> This created a cost-efficient service from Long Beach to the Ventura County Line and improved salaries and safety requirements for lifeguards.<sup>46</sup> After the merger, all County-wide Lifeguard Administrative Services were relocated to the Venice Lifeguard Station, which transitioned from serving as the L.A. City Lifeguard Headquarters to the L.A. County Lifeguard Headquarters. There, senior lifeguards worked from the offices on the top two stories of the building looking out onto the beach they protected.<sup>47</sup>

In 1982, the County's shrinking budget caused the Department of Beaches to merge with the Depart Small Craft Harbors, creating the Department of Beaches and Harbors. July 1, 1994, the Lifeguard Division of the Department of Beaches and Harbors was transferred to the management of the Los Angeles County Fire Department. Lifeguard Administrative services continued to be headquartered at the Venice Lifeguard Station. As the responsibility of Lifeguard division functions increased, negotiations were underway to move training, public relations, youth programs and recruitment out of Venice to the Manhattan office (2600 the Strand). At the time, 2600 The Strand was still controlled by the County Department of Beaches and Harbors, however, the Department no longer had use for the facility and the lifeguards were increasing in size and responsibilities. In the late 90's, the 2600 The Strand facility was transferred to the Fire Department and all lifeguard training, public relations, youth and recruitment functions were relocated from the Venice Lifeguard Station to the Manhattan Beach facility, which became referred to as the Lifeguard Training Center. Lifeguard Division Administrative functions, as well as the Chief Lifeguard, Assistant Chief, and Administrative Captain, remained headquartered at the Venice Lifeguard Station.

In the mid 2010's, 2600 the Lifeguard Training Center was remodeled to house numerous enhanced functions of the Lifeguard Division. In 2016, then-Chief Lifeguard Steve Moseley relocated the remaining Lifeguard administrative functions, including Lifeguard Chief, Assistant Chief and administrative Captain, from the Venice Lifeguard Station to the Manhattan Beach

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<sup>44</sup> Mark, *Our Lifeguard Family*, 0435.

<sup>45</sup> Under the Joint Powers Agreement, the City retains ownership of their lifeguard facilities and leases them to the County for one dollar per year to carry out lifeguarding operations and facility maintenance. The consolidated service under L.A. County was split into four sections - Northern, Central, Southern, Rescue Boats. "Contract No. 44797: Joint Powers Agreement," Los Angeles City, Los Angeles County, August 11, 1975.

<sup>46</sup> Mark, *Our Lifeguard Family*, 0435.

<sup>47</sup> "Dedication Scheduled for Lifeguard Building," *Los Angeles Times*.

facility at 2600 The Strand. Since 2016, the Manhattan Beach facility has served as the County Lifeguard Headquarters. The first level of the Venice Lifeguard Station continues to be actively used by L.A. County lifeguards and the Department of Beaches and Harbors.<sup>48</sup>

Since consolidation in 1975, L.A. County manages 72 miles of coastline, 32 miles of beach, plus Catalina Island.<sup>49</sup> They protect 4.5 million visitors per year; in Venice alone, it is estimated that approximately 30,000 people visit the Venice Beach Boardwalk and surrounding area every day.<sup>50</sup>

L.A. County lifeguards are also some of the busiest: by 1992, 100 fulltime and 600 seasonal lifeguards completed an average of 10,000 ocean rescues per year.<sup>51</sup> In 2015, the last full year the Venice Lifeguard Station was the County's headquarters, the service employed 166 fulltime and 603 seasonal lifeguards who performed just under 16,000 ocean rescues.<sup>52</sup>

### Social and Environmental Impact

Lifeguarding has shaped and been shaped by popular culture in Southern California throughout the twentieth century. For decades, lifeguards have been an embodiment of beach culture's athleticism, recreation, and beauty standards. Lifeguards played a prominent role in the boosterism that drew visitors to the early beach resorts, and that continued throughout the first half of the twentieth century. Advertisements for beach events, exemplified in the 1953 headline "Sports Glamour Today at Venice Surfestival," featured lifeguards overseeing beauty pageants, competing in water sports, and performing lifeguard demonstrations.<sup>53</sup>

The history of lifeguarding is closely intertwined with that of surfing. In the early twentieth century, they were both used to attract people to the beach— surfing as a form of entertainment for visitors, lifeguarding as assurance of safety. According to historian Patrick Mosser, the intertwined development of surfing and lifeguarding in California "was key to the rise of a beach culture that is now famous around the world."<sup>54</sup>

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<sup>48</sup> The decision to relocate headquarters to Manhattan Beach was made by the then-Chief Lifeguard Fernando Boiteux, who lived in the South Bay. Mickey Gallagher, correspondence with author, July 16, 2023.

<sup>49</sup> According to the LA Fire Dept, Lifeguard Division, the number of visitors to Venice Beach in 2022 averaged 12,000/day or 4.5 million/year.

<sup>50</sup> Los Angeles Parks Department, "Venice Beach," accessed September 13, 2023, <https://www.laparks.org/venice/>.

<sup>51</sup> Bob Pool, "Sands of Time Don't Slow Down L.A. County's Oldest Lifeguard," *Los Angeles Times*, August 30, 1992.

<sup>52</sup> In 2015, lifeguards also performed over 18,000 medical calls and 434 boar rescues. Five people drowned. The total beach attendance was 72,556,890. County of Los Angeles Fire Department, "2016 Statistical Summary," accessed October 25, 2023, <https://fire.lacounty.gov/wp-content/uploads/2019/08/2016-Stat-Summary.pdf>.

<sup>53</sup> "PROGRAMS WILL OPEN BEACHES: Recreation Departments to Sponsor Events Lifeguard Demonstrations Will Be Featured Inspection on Schedule at Venice Pier Today," *Los Angeles Times*, June 7, 1933; "Sports Glamour Today at Venice Surfestival," *Los Angeles Times*, August 16, 1953.

<sup>54</sup> Mosser, *Surf and Rescue*, 4.

In 1989, the show *Baywatch* sent Los Angeles County Lifeguards global. Executive produced by lifeguard Greg Bonnan, the show was loosely based around the County Lifeguard Service. The show's title came from a L.A. County lifesaving boat, the "Baywatch," which was built in 1947.<sup>55</sup>

While *Baywatch*'s popularity helped raise the popular, political profile of lifeguard services, lifeguards worked to counteract the show's stereotypes and demonstrate the rigor, discipline, and high stakes of their job.<sup>56</sup> Interviews with lifeguards and oral histories in "Our L.A. County Lifeguard Family" affirm that lifeguarding requires deep commitment and integrity, and a high level of physical ability. In oral histories, lifeguards recount the physically and emotionally grueling process to become a lifeguard, where hundreds of recruits compete for a limited number of positions. In a 1988 *L.A. Times* profile, Captain Gary Crum described the Lifeguard Service as a "paramilitary organization, with a rigid chain of command that has some law enforcement responsibilities."<sup>57</sup>

Lifeguards have described the deep connection they have together as a "family" or "brotherhood" bonded by their work to protect beach visitors.<sup>58</sup> That brotherhood has historically been difficult to access for women and people of color. Many ocean lifeguards have made 'firsts' in this respect. John Tabor, grandson of Irving Tabor, a founding member of Venice, was the City's first Black lifeguard in 1938. In the 1940s, Bob Lee became the first Chinese American lifeguard in the service. Women did not enter the service until the 1970s: Kaine Lokelani Nowell and Wendy Paskin were the first recurring women lifeguards for the City and County, respectively, when they began in 1973. In 1981, Allyson Bailey became the first Black woman in the County service.<sup>59</sup>

While these lifeguards made significant contributions to diversifying the service, deep racial and gender gaps in the service continue. In 1991, 103 of the 110 fulltime County lifeguards were white men.<sup>60</sup> In "Our L.A. County Lifeguard Family," Nowell described fighting for visibility in a department that "had no facilities for a woman, no uniform, no nothing for a woman in a man's job."<sup>61</sup> At the time, the new Venice Lifeguard Station was one of the only stations to have

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<sup>55</sup> Verge, *L.A. County Lifeguards*, 111.

<sup>56</sup> Verge, *L.A. County Lifeguards*, 111.

<sup>57</sup> Kenneth Garcia, "Having the Time of Their Lives--and Saving Others': Members of an Elite Lifeguard Corps Love the Work and Never Get Tired of the Office," *Los Angeles Times* September 18, 1988.

<sup>58</sup> *Ibid.*

<sup>59</sup> The long history of segregation and violence against Black Angelinos and other people of color at beaches and pools in Southern California is important context for the lack of racial diversity in the service. Verge, *L.A. County Lifeguards*, 89-100; Mark, *Our Lifeguard Family*, 52, 92-94, 1376-1383, 1584, 1944-1947; Alison Rose Jefferson, *Living the California Dream: African American Leisure Sites during the Jim Crow Era* (University of Nebraska Press, 2020).

<sup>60</sup> Kathleen Kelleher, "First Black Lifeguard Working to Blaze Trail" March 28, 1993.

<sup>61</sup> Mark, *Our Lifeguard Family*, 1376-1383.

separate men's and women's showers.<sup>62</sup> Beginning in 1986, Russell Walker, L.A. County's first Black lifeguard officer, worked to increase representation of people of color by creating a program that supported South Central residents to be trained for lifeguarding jobs.<sup>63</sup> Efforts towards equity within the County Lifeguard services are ongoing today.<sup>64</sup>

Lifeguarding at the Venice Station can also be connected to the environmental movement that took hold in the 1960s and 1970s. The Venice Station, built just as oil derricks were capped at Venice Beach, marked a transitional moment for environmental protections along the coast. Venice lifeguard Rimmon Fay, who was also a marine biologist and professional diver, was a leader in this arena. Fay was a founding member of the California Coastal Commission (founded in 1972), Heal the Bay, and Friends of the Ballona Wetlands. Known as an outspoken advocate, he helped draft the California Coastal Plan and called for an end to L.A. and corporations' policies of dumping toxic sewage in the ocean.<sup>65</sup>

#### Architectural Significance: Mid-Century Modern Institutional Design

Just as the Spanish Colonial Revival-style Brooks Station and PWA Moderne-style Sunset Pier Station were products of their time, the form and function of the Mid-Century Modern Venice Lifeguard Station reflects the historic era in which it was built. The Venice Station is an excellent and rare example of Mid-Century Modernism architecture applied to a lifeguard station.

SurveyLA defines Mid-Century Modernism as a subgenre of Post-War Modernism with a period of significance from 1945-1975. This broad and variable architectural style is rooted in the innovative Case Study House Program, which produced a design style that leveraged economic building materials, showcased buildings' structural systems and materiality, and responded to the unique Southern California environment. Under Dean Arthur Gallion, University of Southern California's architecture students embraced these modern design principles and contributed substantially to the proliferation of Mid-Century Modernism throughout the region.<sup>66</sup>

While Mid-Century Modern design was originally employed in housing projects, derivatives of the style soon shaped commercial, religious, civic and government facilities. Mid-Century Modernism is conveyed through exposed steel or post-and-beam structural systems, horizontal

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<sup>62</sup> In the late 1980s, Santa Monica Headquarters was the first to add a women's locker room equal to the Men's in size. Venice upgraded and added a women's locker room specifically for women lifeguards in the early 90's. Mickey Gallagher, correspondence with author, July 16, 2023.

<sup>63</sup> Mark, *Our Lifeguard Family*, 2127-2130.

<sup>64</sup> Janice Hahn and Holly J. Mitchell, "Motion: Enhancing Equity, Diversity, and Inclusion in the Los Angeles County Fire Department," March 7, 2023:

[https://file.lacounty.gov/SDSInter/bos/supdocs/178535.pdf?utm\\_content=&utm\\_medium=email&utm\\_name=&utm\\_source=govdelivery&utm\\_term=](https://file.lacounty.gov/SDSInter/bos/supdocs/178535.pdf?utm_content=&utm_medium=email&utm_name=&utm_source=govdelivery&utm_term=)

<sup>65</sup> Kenneth R. Weiss, "Rimmon C. Fay, 78: scientist fought Santa Monica Bay pollution," *Los Angeles Times*, January 4, 2008.

<sup>66</sup> Los Angeles Citywide Historic Context Statement, "Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980," 136.

massing, simple geometric volumes, and flat roofs often with projecting eaves. Wall surfaces are typically unornamented and frequently feature floor-to-ceiling windows. Expressionistic variations of the style also feature sculptural forms intersecting with geometric volumes, curved, sweeping wall surfaces, and steep, dramatic roof forms.<sup>67</sup>

The Venice Lifeguard Station, designed by Prescott, Whalley, and Weit, is a unique and exuberant expression of Mid-Century Modernism. The three-story building is symmetrical and composed of three hexagonal volumes. The first story base is the largest hexagon, which is followed by a narrow second story, out of which projects the third story observation tower. The hexagonal pyramidal roof has a low slope, with exposed eaves and protruding rafters. The wooden rafters are matched by projecting wooden beams that extend diagonally and upward from the base of the third story. The projecting rafters and beams frame the third story, which has surround flush-mounted metal framed floor-to-ceiling windows and doors that open onto a small wrap-around observation deck with a wooden railing. The post-and-beam structure is apparent and is integral in the building's design.

In both form and function, the Venice Lifeguard Station reflects the successful development of the City, and later County, Lifeguard Services. Located in the heart of the Santa Monica Bay, the geometric tower rising above the low-scale development along Venice Beach is a prominent feature of the landscape. The east end of the tower abuts a parking lot to allow vehicle access, while the west end is 100 yards from the water.

The first story, with garage door entrances and few windows, stores lifeguard vehicles, lifeguarding equipment, restrooms, and locker rooms for day-to-day lifeguarding operations. When the City and County consolidated, the first floor was divided between lifeguard facilities and the County Department of Beach and Harbors. The second and third story tower contained office space for City, then later County-wide lifeguard administrators. The third floor, with floor-to-ceiling glazing and a wraparound observation deck, maximizes views of the ocean and beach. The third story watchtower is both highly visible to beachgoers below and offers lifeguard administrators uninterrupted views of the Santa Monica Bay coastline they oversee.

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<sup>67</sup> Ibid., 143-51.



Venice Lifeguard Station and beach facing north, 2023. Source: Robin Murez.

The Venice Station became part of the identity of the County Lifeguard Services. A *Los Angeles Times* profile of County lifeguards in 1988 highlighted the administrative offices’ “180-degree view of the northern and southern sections of the beach, as well as a sizable sun deck outside.” The article called the Station “arguably among the nicest workplaces in Los Angeles” and “one reason people...stay on as lifeguards when their friends are asking them why they don’t get ‘real’ jobs.”<sup>68</sup>

The hexagonal pyramidal roof recalls the iconic Venice pagodas that were constructed along Ocean Front Walk in the 1940s as part of the Works Progress Administration.<sup>69</sup> In fact, blueprints of the 1968 Venice Lifeguard Station also included plans to rehabilitate the deteriorating pagodas. There were originally six sets of pagodas with hexagonal shade structures located along Ocean Front Walk at Dudley Avenue, Sunset Avenue, Park Avenue, Breeze Avenue, Westminster Avenue, and Clubhouse Avenue. The Westminster Avenue pagodas were demolished due to vandalism at some unknown time and never rebuilt. In 2000, the existing pagodas were restored and reconstructed in accordance with the 1996 City of Los Angeles Venice Beach Ocean Front Walk Refurbishment Plan. The plan stated that the pagodas would be “fully restored” “in either wood or recycled wood plastic materials suitable to maintain historic character,” however, it is

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<sup>68</sup> Garcia, “Having the Time of Their Lives--and Saving Others’.”

<sup>69</sup> RRM Design Group, “Venice Beach Ocean Front Walk Refurbishment Plan,” prepared for the City of Los Angeles, 1996.

unclear how much original 1940s material was preserved. The five sets of pagodas still stand today.



Venice Pagodas, circa 2021. Source: “Venice Pagoda Paint Job,” Santa Monica Closeup.

Historic photos of the Venice Lifeguard Station reveal the original landscaping by Cornell, Bridgers, and Trolle. The landscaping was minimalist, consisting of small, sparsely planted palm trees around the ground-level floor. The landscaping extended north and south of the Station along the boardwalk with more palm trees set within organically shaped concrete curbs. None of the original landscaping is extant.





View from the Venice Lifeguard Station showing minimalist landscaping, facing north. Source: “Our L.A. County Lifeguard Family.”

### Architect and Landscape Architects

The Venice Lifeguard Station was designed by Los Angeles-based architectural firm Prescott, Whalley, and Weit. Alfred C. Prescott, AIA, and Raymond Whalley, AIA, established their firm in Silver Lake in 1950.<sup>70</sup> In 1962, Robert Weit, AIA, joined the firm as a partner.

Prescott was born in Los Angeles in 1917 and graduated from the University of Southern California School of Architecture in 1938. He worked as a draftsman for several architects, including A.C. Zimmerman, a classically trained architect best known for his work on the L.A. Unified School District 52nd Street School, a Renaissance Revival building identified in SurveyLA.<sup>71</sup> Prescott was active in the community, working as a lecturer at two local high

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<sup>70</sup> American Institute of Architects, “American Architects Directory,” 1962, [https://content.aia.org/sites/default/files/2018-09/Bowker\\_1962\\_W-X.pdf](https://content.aia.org/sites/default/files/2018-09/Bowker_1962_W-X.pdf).

<sup>71</sup> American Institute of Architects, “American Architects Directory,” 1962; Museum of Modern Art, “Modern Architecture in California,” (arranged by the Department of Architecture of the Museum of Modern Art, arranged for circulation by the Department of Circulating Exhibitions, 1935), 8; SurveyLA, “1855 S. Vermont Ave,” December 10, 2011, <http://historicplacesla.org/reports/c48a8abf-33bb-461e-8c02-3175a5e2dea9>.

schools and serving on the Burbank Board of Appeals from 1952-1962, and the Burbank Chamber of Commerce from 1953-1963.<sup>72</sup>

Raymond Whalley, AIA, was born in London, England in 1918 and graduated from USC in 1946. Prior to forming the firm, he worked for the U.S. Army Corps of Engineers and as an architect with Walter R. Hagedohm.<sup>73</sup>

According to SurveyLA, Alfred Prescott and Raymond Whalley were based in Burbank and began practicing in the late 1940s.<sup>74</sup>

In 1962, Prescott and Whalley were joined by Robert Weit, AIA by 1962. Weit was born in New York City in 1927 and graduated from USC in 1959.<sup>75</sup>

At the time they designed the Venice Lifeguard Station, the firm was located at 2350 Hyperion Avenue in Silver Lake.<sup>76</sup>

Prescott, Whalley, and Weit contributed several significant civic and religious buildings to Los Angeles that demonstrate a strong Modernist aesthetic. The firm was best known for designing large municipal buildings in Burbank, including the Burbank Civic Center Annex at 250 E. Olive Avenue, Burbank, in 1959 (extant), Burbank Municipal Service Building at 150 N. 3rd Street, Burbank, in 1967 (not extant), Burbank County Courts Building at 300 E. Olive, Burbank, built in 1954 (extant), and the Main Headquarters Fire Station Burbank at 353 E. Olive, Burbank, built in 1961 (not extant).<sup>77</sup> Other institutional buildings by the firm include Fire Station No. 97 at 8021 Mulholland Drive, Studio City, in 1962 (extant), and Fire Station No. 95 at 10010 International Road, Los Angeles, in 1959 (extant).<sup>78</sup>

The firm also designed several churches. St. Jerome Catholic Church at 5550 Thornburn Street, Los Angeles, built in 1966 (extant), and St. Catherine of Siena Catholic Church at 18115 Sherman Way, Reseda, built in 1964 (extant) were both identified by SurveyLA as excellent

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<sup>72</sup> City of Los Angeles Public Library, "Celebrate Opening," Los Angeles Public Library Photo Collection, Valley Times Collection, 1963.

<sup>73</sup> American Institute of Architects, "American Architects Directory," 1962.

<sup>74</sup> Los Angeles Citywide Historic Context Statement, "Context: Public and Private Institutional Development, 1850-1980, Sub-Context: Government Infrastructure and Services, 1850-1980, Theme: Municipal Fire Stations, Subtheme: Post World War II Fire Stations, 1947-1963," prepared for the City of Los Angeles, Department of City Planning, Office of Historic Resources (September 2017), 42.

<sup>75</sup> American Institute of Architects, "American Architects Directory," 1970.

<sup>76</sup> Cornell, Bridgers & Troller, Prescott, Whalley & Weit, "Venice Beach Improvements," prepared for the City of Los Angeles, Department of Recreation and Parks, 1968.

<sup>77</sup> American Institute of Architects, "American Architects Directory," 1962; American Institute of Architects, "American Architects Directory," 1970; Los Angeles Citywide Historic Context Statement, "Subtheme: Post World War II Fire Stations, 1947-1963," 42.

<sup>78</sup> Los Angeles Citywide Historic Context Statement, "Subtheme: Post World War II Fire Stations, 1947-1963," 37.

examples of Mid-Century modern design.<sup>79</sup> SurveyLA reported St. Jerome's as eligible for local and state listing, and St. Catherine's as eligible for local, state, and national listing.<sup>80</sup>

Prescott, Whalley, and Weit's latest identified work was the James J. McBride Special Education Center at 3960 Centinela, Los Angeles, built in 1972 (extant).<sup>81</sup> Prescott was later listed as the contractor for the California Federal Bank Building at 360 East Magnolia Boulevard, Burbank, constructed in 1978 with Marion J. Varner & Associates as the lead architect (extant).<sup>82</sup> The firm is no longer active. Prescott passed away in Los Angeles in 1987; Whalley passed away in Culver City in 2012.<sup>83</sup> The whereabouts of Weit are unknown. See appendix for photographs of Prescott, Whalley, and Weit's work.

The esteemed landscape architecture firm Cornell, Bridgers, and Troller was responsible for landscaping of the building. Ralph Cornell was one of the first to found a landscape practice in Los Angeles in 1919 at Pomona College with landscape architect George Marston.<sup>84</sup> He began his solo practice in 1933, which focused on using native species, and strategically linking native and human-designed landscapes to unite spaces.<sup>85</sup> In 1953, Howard Troller and Samuel Bridgers joined the firm and became partners alongside Cornell in 1955. The firm is best known for their work designing large campuses such as the University of California Los Angeles campus, the Civic Center Mall, the Music Center, and the Department of Building and Water campus.<sup>86</sup>

While Prescott, Whalley, and Weit were a significant local architecture firm, their work does not rise to the level of master. Cornell, Bridgers, and Troller may be considered master designers, however, their contributions to the Venice Lifeguard Station are not extant. Therefore, the significance under Criterion 3 is due to the design rather than the architects.

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<sup>79</sup> SurveyLA, "St. Jerome Catholic Church," April 10, 2013, <http://historicplacesla.org/reports/b9e70e85-8295-4b71-b2c5-12286b815425>; SurveyLA "St. Catherine of Siena Catholic Church," October 3, 2014 <http://historicplacesla.org/reports/bdcd460b-09df-433e-b9a7-e6ad82288979>.

<sup>80</sup> SurveyLA states that St. Catherine of Siena Catholic Church was constructed in 1950 by architect George W. Adams. However, Adam's building was demolished in 1964 to construct the new church designed by Prescott, Whalley & Weit. The church they designed is the one photographed and described in the SurveyLA report. Los Angeles Department of Building and Safety (LADBS), "Building Permit- New Construction," February 16, 1950; LADBS, "Building Permit- New Construction," September 1, 1964; LADBS, "Building Permit- Demolition," September 21, 1964.

<sup>81</sup> "Architect Named for Handicapped Center," *Los Angeles Times*, January 20, 1972.

<sup>82</sup> City of Burbank Public Library, "1978- California Federal Bank Building," Burbank In Focus, accessed October 25, 2023, <https://burbankinfocus.org/islandora/object/islandora%3A1415>.

<sup>83</sup> "Alfred Prescott," Find A Grave, accessed October 25, 2023, <https://www.findagrave.com/memorial/85928998/alfred-c.-prescott>; "Raymond Whalley," Find A Grave, accessed October 25, 2023, <https://www.findagrave.com/memorial/195542933/raymond-whalley>.

<sup>84</sup> University of California Los Angeles, "Interview of Ralph Cornell," 1967, accessed October 25, 2023, <https://static.library.ucla.edu/oralhistory/text/masters/21198-zz0009023k-4-master.html>.

<sup>85</sup> The Cultural Landscape Foundation, "Ralph Cornell," accessed July 28, 2023, <https://www.tclf.org/news/features/ralph-cornell-southern-california-dean-landscape-architecture>.

<sup>86</sup> The Cultural Landscape Foundation, "Cornell Bridgers and Troller," accessed July 28, 2023, <https://www.tclf.org/pioneer/cornell-bridgers-and-troller>.

### Lifeguard Infrastructure Landmarks

There are at least eighteen lifeguard towers listed on the National Register of Historic Places. Of these, fifteen are on the Eastern Seaboard, with only one on the West Coast (the Humboldt-Bay Life-Saving Station located in Eureka, California). Fourteen of these lifeguard, or “lifesaving” stations were constructed before the turn of the twentieth century, and are connected to early lifesaving histories such as the origin of the Coast Guard, the U.S. Volunteer Life Saving Corps, and American Red Cross Life Saving Corps. These buildings are designed in the Colonial Revival or Dutch Colonial Revival styles. Other lifesaving stations built in the early twentieth century also ascribe to the Colonial Revival style, with the exception of the American Red Cross Volunteer Lifesaving Corps Station in Jacksonville Beach, Florida in the Streamline Moderne style. These stations share many similar design characteristics. The majority are two-story rectangular board-and-batten structures with steeply pitched roofs and small, rectangular one-story watchtowers. Supporting features include porches, columns, dormers, and cupolas.



Humboldt-Bay Life-Saving Station, circa 2020. Source: Richard A. Walker.

There are few designated landmarks connected to lifeguarding history in California, and no designated landmarks in Los Angeles. The Humboldt-Bay Life-Saving Station in Eureka was constructed in 1936 and added to the National Register of Historic Places in 1979.<sup>87</sup> The Long Beach Lifeguard Station, built in 1938, is the only station in Southern California designated at

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<sup>87</sup> “Humboldt Bay Life-Saving Station,” National Park Service Gallery, October 30, 1979.

the local level.<sup>88</sup> In 2018, Malibu Beach Historic District became the first listing on the National Register of Historic Places dedicated to surfing history. The district includes two Movable Lifeguard Stands that are contributing features.<sup>89</sup>



Long Beach Lifeguard Station, 2020. Source: Andrew Schmidt/ SoCal Landmarks.

The few remaining designated and eligible lifeguard stations in Southern California reflect different periods of development. The Laguna Beach Lifeguard Station is a small, vernacular tower constructed as part of a gas station in the early 1920s, which has been identified by community members as a historic resource but not designated. The Long Beach Lifeguard Station, a two-story building constructed in 1938, is the only remaining station from the WPA era.<sup>90</sup> The only other extant Mid-Century Modern station is the Santa Monica Lifeguard Headquarters, designed by Welton Becket and Associates and constructed in 1959 at 1642 Ocean

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<sup>88</sup> The Long Beach Lifeguard Station was constructed in 1938 with WPA funds on Linden Avenue and later relocated to Cherry Avenue, where it stands today. City of Long Beach, “Cherry Ave Lifeguard Station,” accessed July 28, 2023, <https://www.longbeach.gov/lbds/planning/preservation/historic-landmarks/historic-landmarks/cherry-ave-lifeguard-station/>.

<sup>89</sup> Michael Blum, “Malibu Historic District,” (National Register of Historic Places Registration Form, 2018), 4.

<sup>90</sup> “Celebration Planned for Iconic Laguna Beach Lifeguard Tower,” *Orange County Register*, December 30, 2021; City of Long Beach, “Cherry Ave Lifeguard Station.”

Front. The building was determined not eligible for national listing but has not been evaluated for local or state register eligibility.<sup>91</sup>

Today, there are twenty four lifeguard stations in Los Angeles County.<sup>92</sup> The Venice Lifeguard Station is the only lifeguard station identified by SurveyLA as eligible for designation.<sup>93</sup>



Laguna Beach Lifeguard Tower, 2021. Source: Mark Righmire/ Orange County Register.

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<sup>91</sup> California Office of Historical Resources, "Built Environment Resource Directory," July 26, 2017.

<sup>92</sup> County of Los Angeles Fire Department, "2022 Statistical Summary," accessed October 25, 2023, <https://fire.lacounty.gov/wp-content/uploads/2023/07/2022-Statistical-SummaryFINAL.pdf>.

<sup>93</sup> SurveyLA, "Venice Non-Parcel Resources," April 2, 2015; SurveyLA, "Westchester- Playa Del Rey Non-Parcel Resources," November 25, 2013; SurveyLA, "Brentwood- Pacific Palisades Non-Parcel Resources," November 26, 2013.



Santa Monica Lifeguard Headquarters, 2022. Source: Bob Anderson via Google Images.

While the form and massing of the Venice Station is unique, its basic elements are commonly found in lifeguard stations to serve specific functions. The majority of historic lifeguard stations identified in the National Register and listed above are one-to-two story rectangular buildings with prominent watchtowers. The towers range from a one-story tower situated on the roof of the station, or a distinct tower up to three-stories that abuts the main building. Most watchtowers are rectangular, with a significantly smaller floorspace than the rest of the building, and commonly feature porches. Unlike the stations constructed before or at the turn of the twentieth century, those built in the 1920s and later have ground floor elevations with small or no windows and garage doors which reflect their purpose as storage and parking for lifeguard equipment and vehicles.

Stations with hexagonal towers are rare: the only found examples of stations with this feature are the 1938 Long Beach Lifeguard Station (extant), 1927 Will Rogers Headquarters Station (not extant), and the 1928 Laguna Beach Lifeguard Tower (extant).<sup>94</sup> The Venice Station differs from these towers in part due to the size of the third story, which is significantly larger than other examples, and that the hexagonal form is repeated on all three levels of the building.

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<sup>94</sup> Mark, *Our Lifeguard Family* 2097-2098; “Celebration Planned for Iconic Laguna Beach Lifeguard Tower,” *Orange County Register*, December 30, 2021; Water and Power Associates, “Early Views of Santa Monica,” accessed July 28, 2023, [https://waterandpower.org/museum/Early\\_Views\\_of\\_Santa\\_Monica\\_2\\_of\\_6.html](https://waterandpower.org/museum/Early_Views_of_Santa_Monica_2_of_6.html).



Will Rogers Headquarters Station, circa 1970s. Source: “Our L.A. County Lifeguard Family.”

The Venice Lifeguard Station stands apart from the aforementioned designated lifeguard stations. Across both Southern California and the nation, designated lifeguard stations only reflect pre-war buildings that were constructed during a much earlier era of lifeguard services than is represented at the Venice Station. The Venice Station retains key design elements of lifeguard stations, but with a unique Mid-Century modern application conveyed through its post-and-beam construction, hexagonal volumes, floor-to-ceiling glazing, and bold third story tower. Its design reflects technological advancements in both architecture and lifeguarding, fitting for the headquarters for L.A.’s large and influential lifeguarding service.

### ***Conclusion***

The Venice Lifeguard Station at 2300 S. Ocean Front Walk is significant for its role in the development of the L.A. City and County Lifeguard Services. The Venice Station served as the L.A. City Lifeguard Services headquarters from its construction in 1968 through 1975. It took on a new layer of significance in 1975 when L.A. City consolidated lifeguarding services with L.A. County. The Venice Station served as the L.A. County Lifeguard Headquarters from 1975 until 2016. Today, the Venice Lifeguard Station continues to be occupied by L.A. lifeguards and the Department of Beaches and Harbors. The period of significance begins with its construction in 1968 until 2016 when it ceased to be headquarters of the L.A. County Lifeguard Services.



The property is eligible for designation under Criterion 1, *identified with important events of national, state, or local history, or exemplifies significant contributions to the broad cultural, economic or social history of the nation, state, city or community*, for its role as the City and County Lifeguard Services Headquarters during a formative period of growth and institutionalization. The service headquartered in Venice significantly improved the public's safety and engagement at Venice, other Los Angeles County beaches, and shaped lifeguarding practices across the U.S. and nation.

The Venice Station is also eligible for designation under Criterion 3, *embodies the distinctive characteristics of a style, type, period, or method of construction; or represents a notable work of a master designer, builder, or architect whose individual genius influenced his or her age*, as an excellent example of Mid-Century Modern design as applied to a lifeguard station. The building's post-and-beam structure, geometric hexagonal volumes, and bold third story tower featuring a low-pitched pyramidal roof, exposed eaves and rafters, steel flush-mounted floor-to-ceiling windows, and wraparound deck, conveys mastery of the Mid-Century Modern architectural style. The aesthetic and scale of the Venice Station, defined by its iconic hexagonal tower, reflects the growth of lifeguard services and development of life saving technology in the latter half of the twentieth century.

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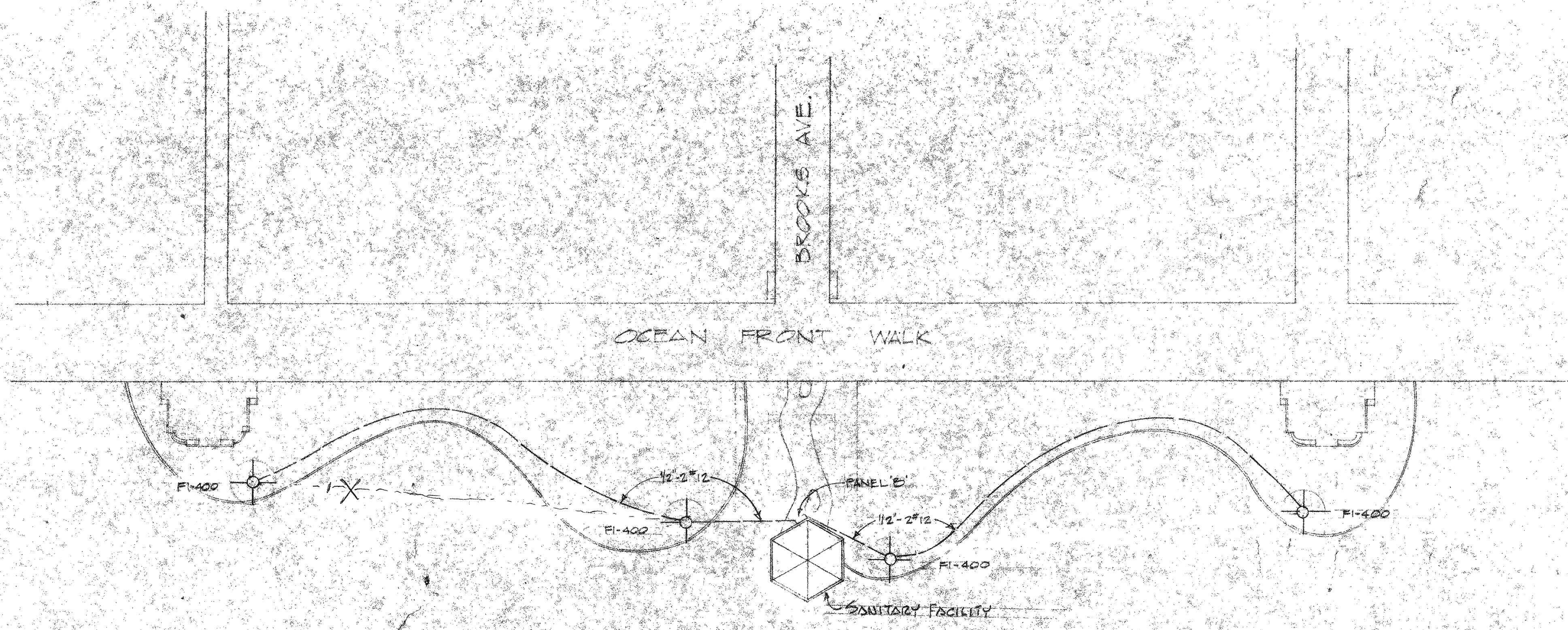
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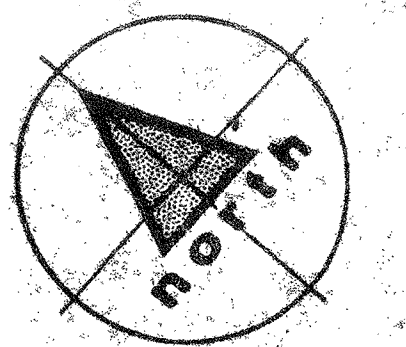
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 4253 PANAMINT STREET, LOS ANGELES





**FIXTURES:**  
 FI-400 HOLOPHANE CO #460-240 (W/BALLAST)  
 ON PACIFIC UNION METAL #288K MARISLITE  
 POLE WITH # 845 ADAPTER & ON REINFORCED  
 CONCRETE BASE. 400 W. MERCURY VAPOR #H-35  
 CONCRETE BASE SHALL BE ADEQUATE AS PER CODE FOR  
 SOIL IN WHICH INSTALLED.

**NOTE 1:-**  
 ENCASE CONDUITS IN 3" OF BUILDING GRADE CONCRETE,  
 24" BELOW GRADE, IF PVC CONDUIT IS USED INSTALL  
 A GROUNDING CONDUCTOR.



**JONES, COOPER & ASSOCIATES**  
 CONSULTING ENGINEERS  
 432 PANAMA STREET  
 LOS ANGELES, CALIFORNIA 90045  
 TEL: (213) 254-2816  
 DATE: 5/16/88 FOR NO. 652

**VENICE BEACH IMPROVEMENTS**  
 CITY OF LOS ANGELES  
 DEPARTMENT OF RECREATION AND PARKS

**CORNELL, BRIDGERS & TROLLER** A.S.L.A. LANDSCAPE ARCHITECTS  
 5336 FOUNTAIN AVE. LOS ANGELES, CALIF. 90029 469-2145  
**PRESCOTT, WHALLEY & WEIT** A.I.A. ARCHITECTS  
 2350 HYPERION AVE. LOS ANGELES, CALIF. 90027 663-8215

**BROOKS AVE**  
**LIGHTING PLAN**  
 SCALE: 1"=40'-0"

DESIGNED: E.C.E.  
 DRAWN: K.C.D./R.B.  
 CHECKED: P.W.

APPROVED:

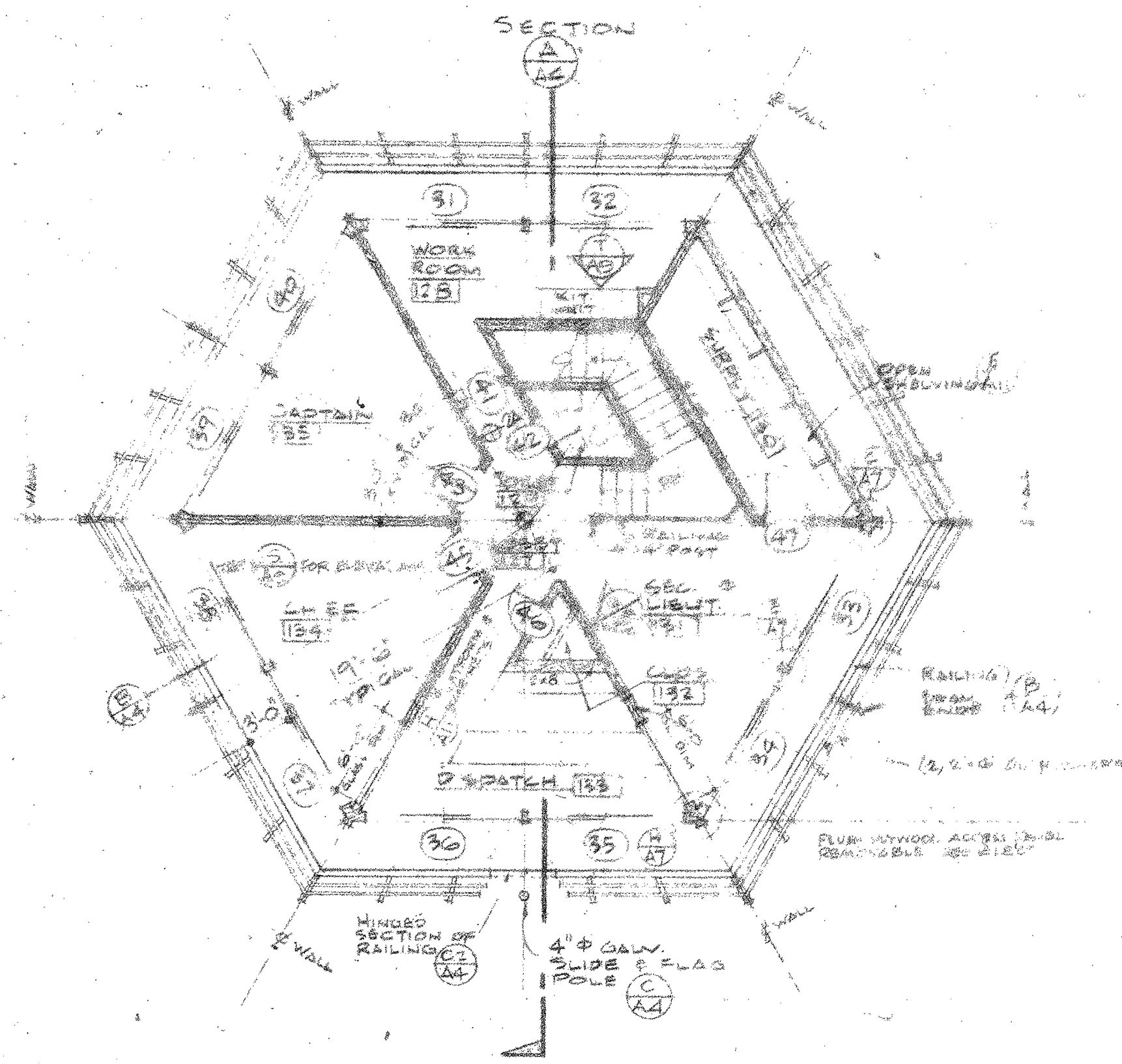
DATE: AUGUST 1988  
 PLAN NO. 652

REVISIONS:

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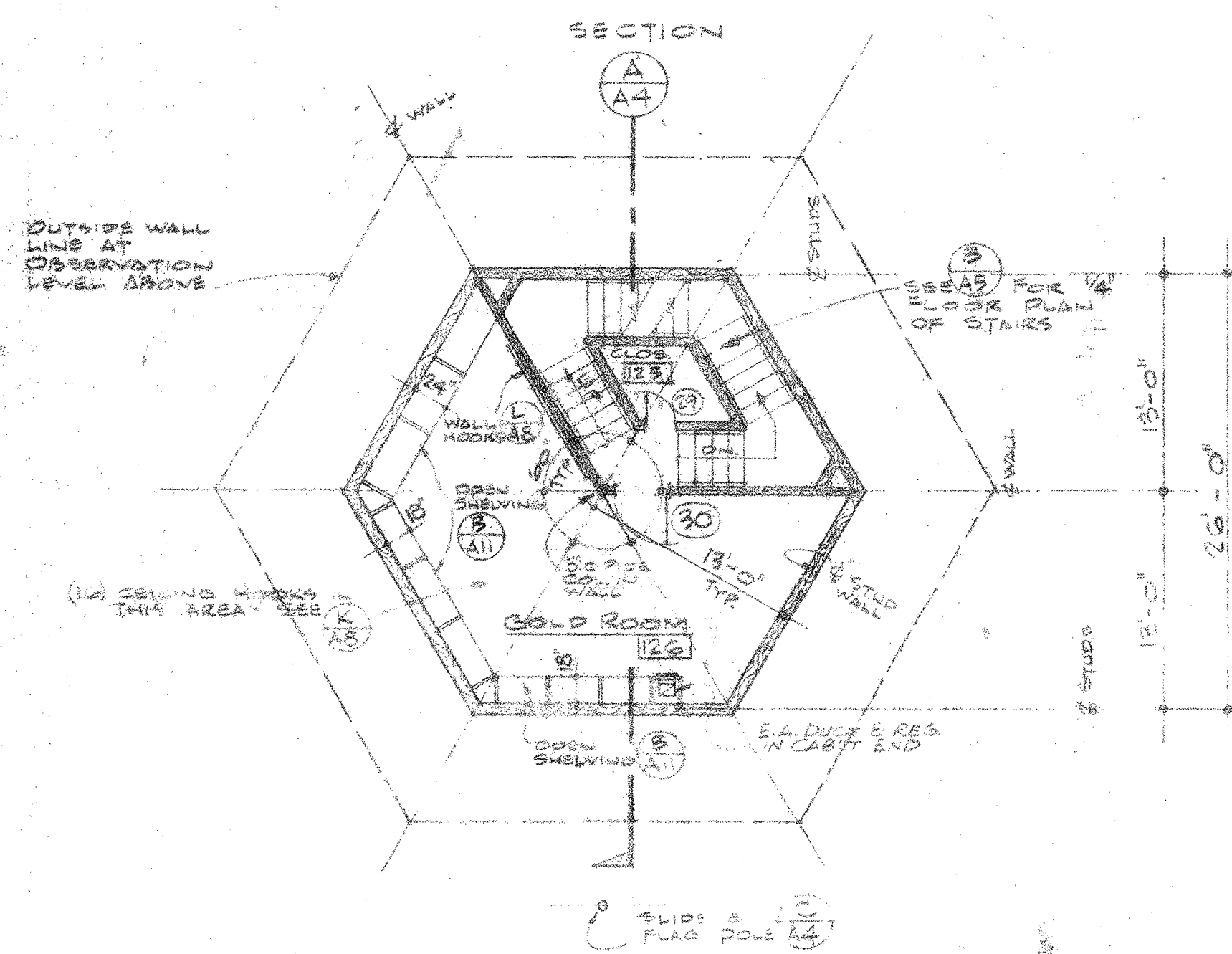
SHEET NO.  
**L12**  
 OF 26 SHEETS





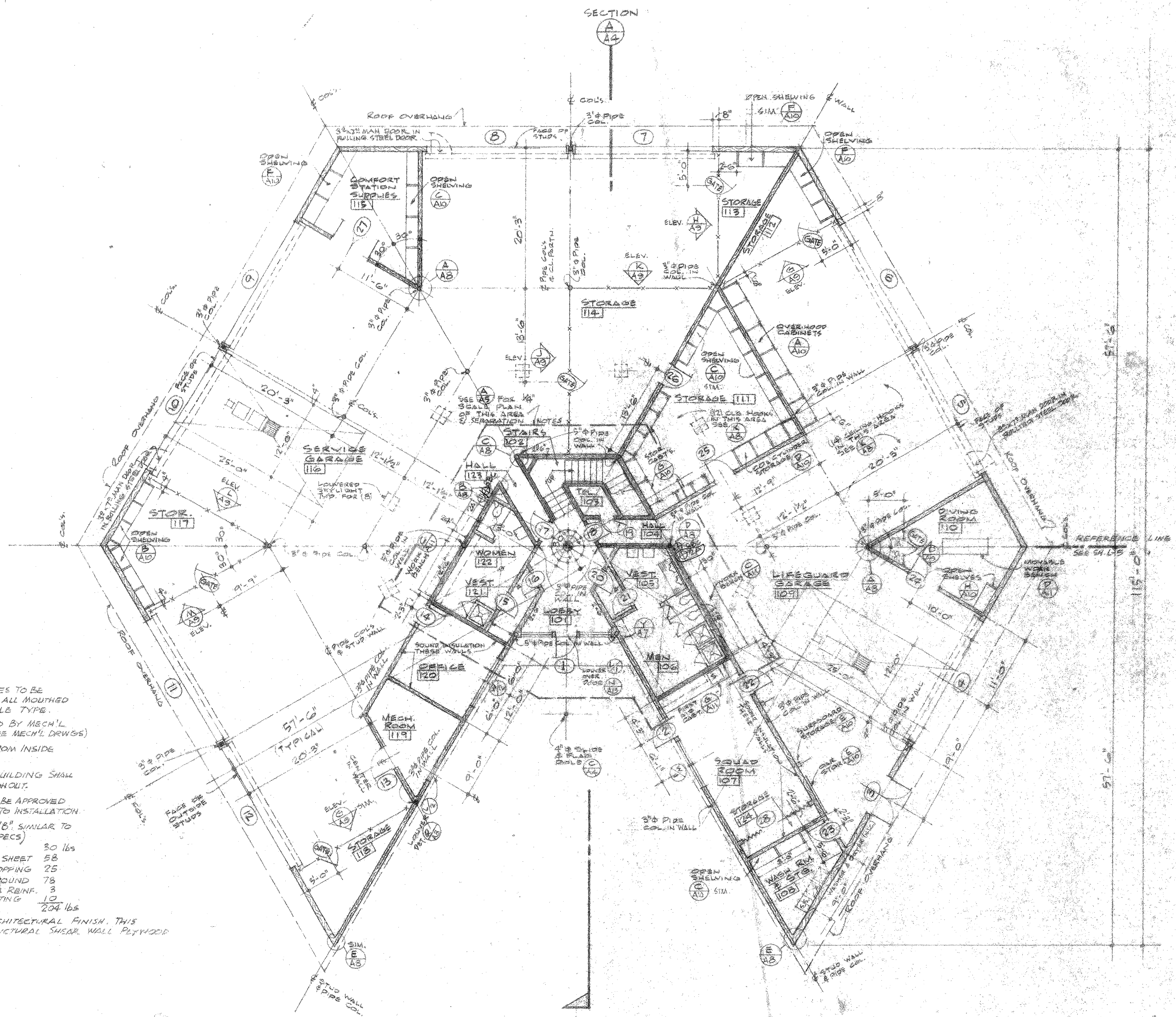
**OBSERVATION LEVEL**  
1/8" = 1'-0"

NOTES:  
ALL INTERIOR WALLS - 2"x4" STUDS @ 16" O.C. UNLESS OTHERWISE NOTED.  
ALL WALLS THIS LEVEL TO HAVE SOUND INSULATION  
SEE A-5 FOR 1/4" SCALE FLOOR PLAN OF CENTER CORE & STAIR AREA  
SEE J-15 FOR REFLECTED CEILING PLAN, SHOWING ACQUITTAL TILE AREA



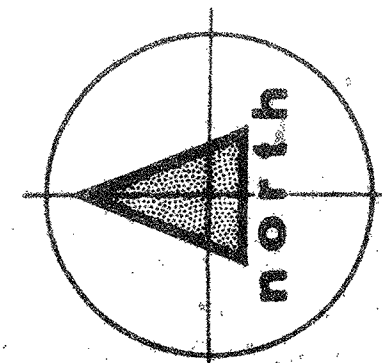
**INTERMEDIATE LEVEL**  
1/8" = 1'-0"

NOTES:  
ALL EXTERIOR WALLS - 2"x4" STUDS @ 16" O.C.  
ALL INTERIOR WALLS - 2"x4" STUDS @ 16" O.C.



**GROUND LEVEL FLOOR PLAN**  
1/8" = 1'-0"

NOTES:  
NO FOOD OTHER THAN BEVERAGES TO BE PREPARED ON THE PREMISES & ALL INCUTTED UTENSILS TO BE OF DISPOSABLE TYPE.  
ALL TOILET ROOMS VENTILATED BY MECH'L MEANS PER SEC. 91.0512 (SEE MECH'L DRAWGS)  
ALL EXITS TO BE OPENABLE FROM INSIDE WITHOUT USE OF A KEY.  
LIFEGUARD HEADQUARTERS BUILDING SHALL BE FIRE SPRINKLERED THROUGHOUT.  
FIRE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.  
ROOFING SHALL BE U.L. CLASS "B" SIMILAR TO MONOFORM SYSTEM (SEE SPECS)  
1 LAYER DAMPCOURSE 30 lbs  
1" MONOFORM BASE SHEET 58  
1" HMP ASPHALT MOPPING 25  
MONOFORM COMPOUND 78  
MONOFORM GLASS REIN. 3  
REFLECTIVE COATING 204 lbs  
PLYWOOD OVER GYP BO IS ARCHITECTURAL FINISH. THIS FINISH IS IN ADDITION TO STRUCTURAL SHEAR WALL PLYWOOD SHOWN ON NOTED.



NOTES:  
ALL EXTERIOR WALLS - 2"x4" STUDS @ 16" O.C.  
ALL INTERIOR WALLS - 2"x4" STUDS @ 16" O.C. UNLESS OTHERWISE NOTED.  
SEE SHEET A-9 FOR INTERIOR ELEVATIONS.  
SEE SHEET A-12 FOR 1/4" SCALE FLOOR PLAN OF TOILET & STAIR AREA.  
SEE SHEET A-12 FOR FINISH FLOOR ELEVATIONS & SLOPING CONC. FLOORS.

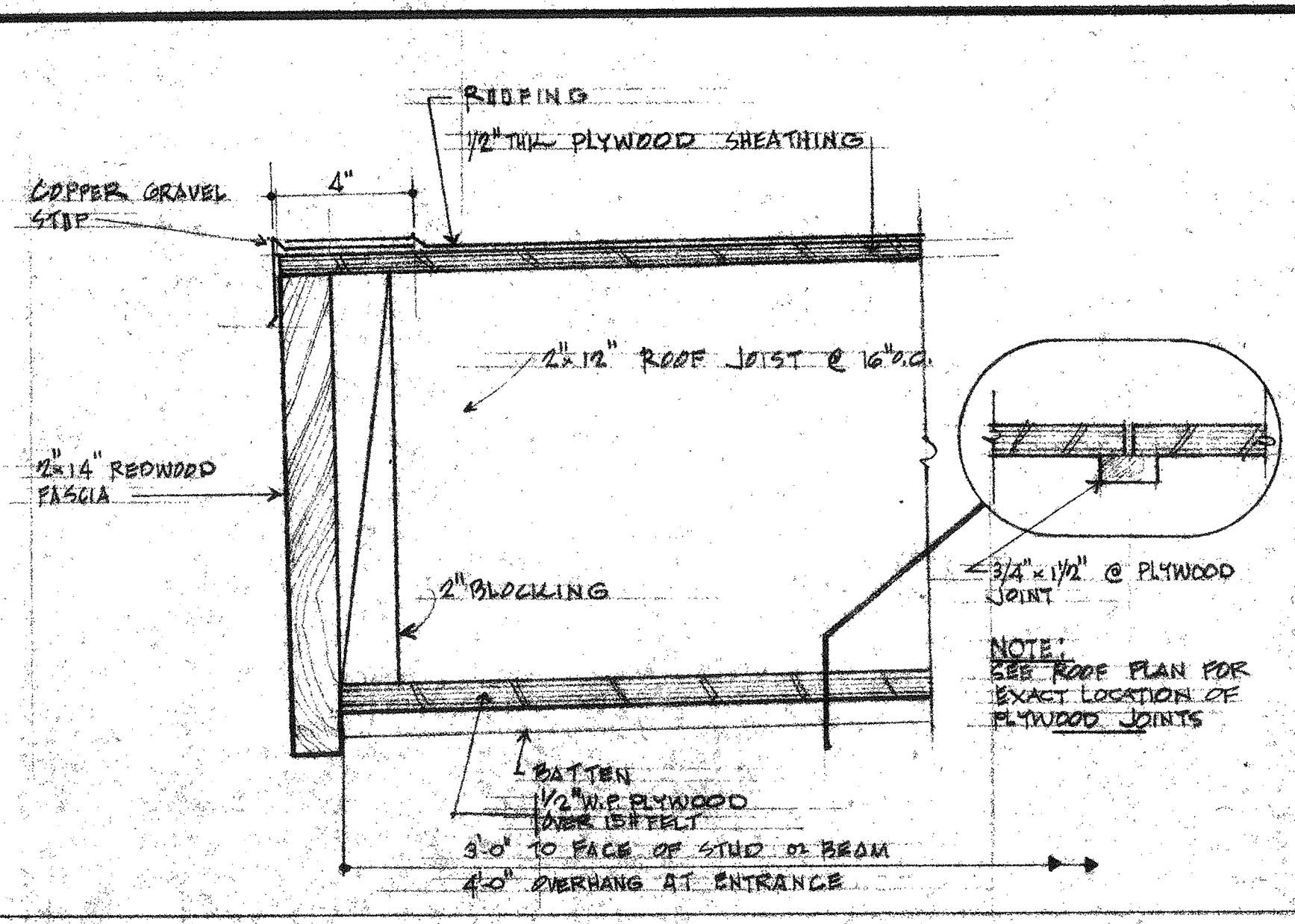
WOOD STUD WALL  
1-HR FIRE RESISTIVE CONSTRUCTION, WALLS CONTINUED TO GRAVEL ROOF.  
(3/8" GYP BOARD SHALL BE TYPE "X" 1/2" THICK, ON GYP BO BOTH SIDES OF STUDS)  
DRAIN LINK  
FINISHING PARTITIONS  
FIRE EXTINGUISHER

**VENICE BEACH IMPROVEMENTS**  
CITY OF LOS ANGELES  
DEPARTMENT OF RECREATION AND PARKS

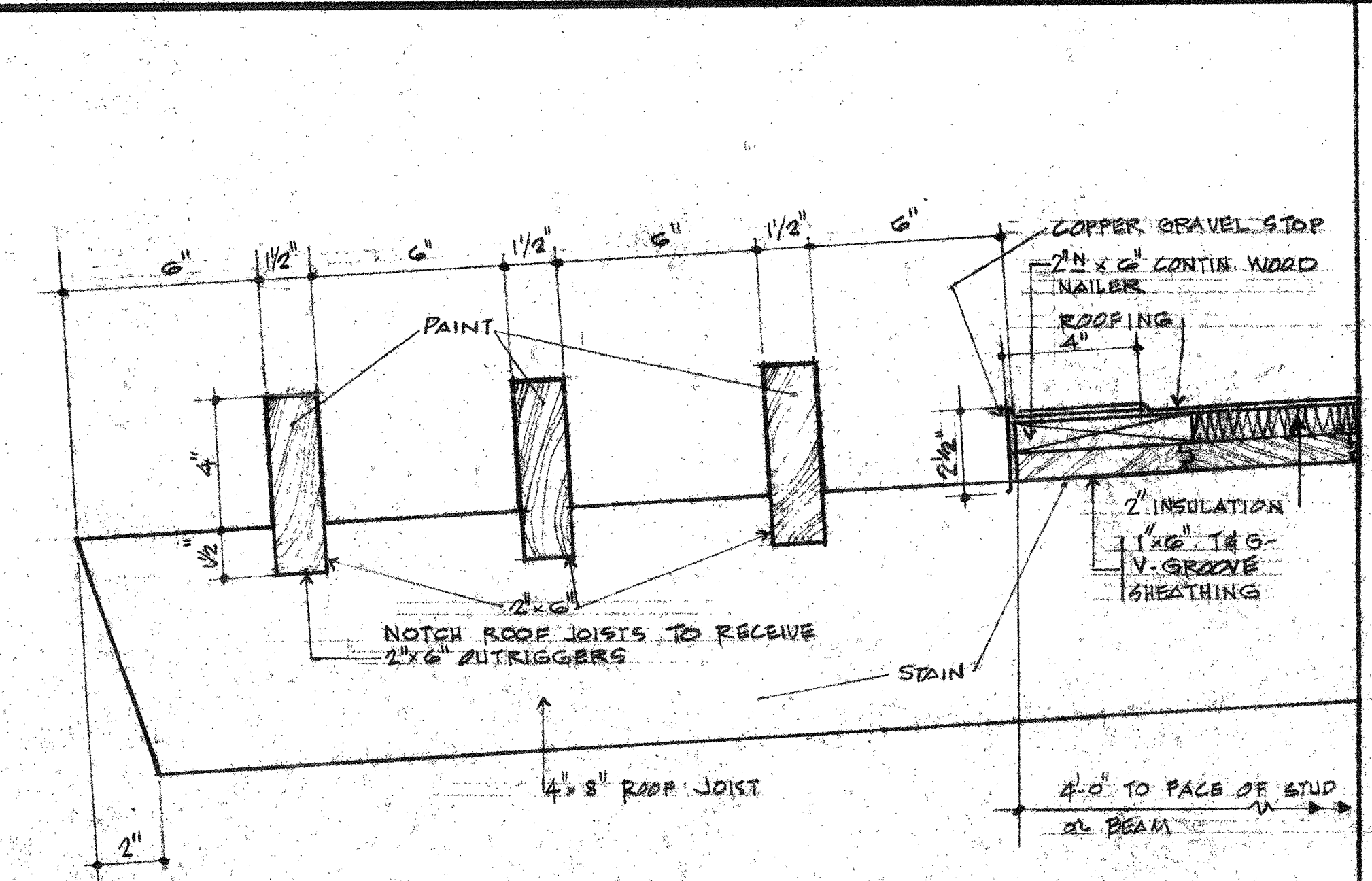
CORNELL, BRIDGERS & TROLLER A.S.L.A. LANDSCAPE ARCHITECTS  
5336 FOUNTAIN AVE. LOS ANGELES, CALIF. 90029 469-2145  
PRESCOTT, WHALLEY & WEIT ARCHITECTS  
2350 HYPERION AVE. LOS ANGELES, CALIF. 90027 663-8215

LIFEGUARD HEADQUARTERS BUILDING  
FLOOR PLANS  
SCALE 1/8" = 1'-0"  
DESIGNED: [Signature]  
DRAWN: D.W.  
CHECKED: R.W.  
DATE: 11-11-58

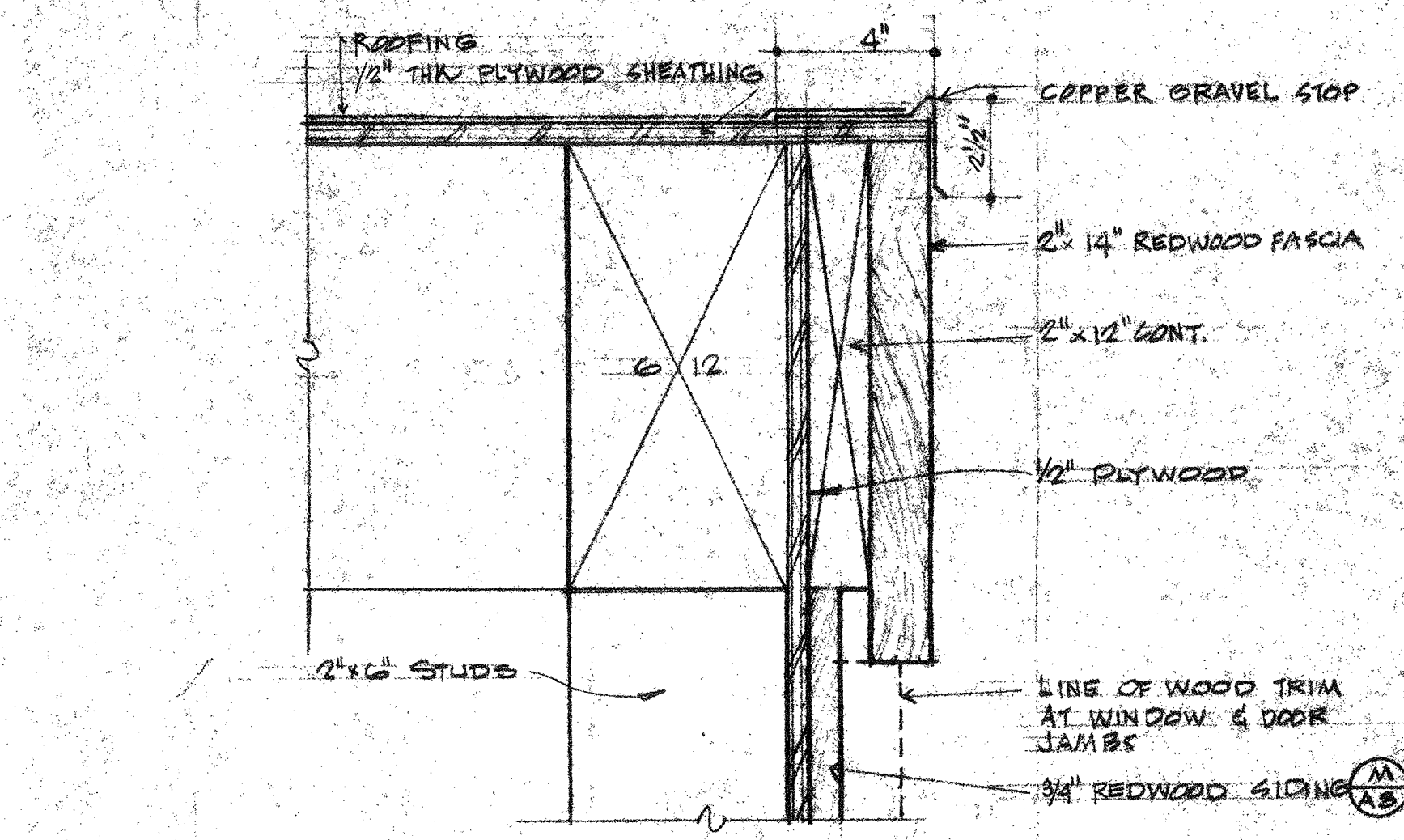
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| REVISIONS: | SHEET NO.: |
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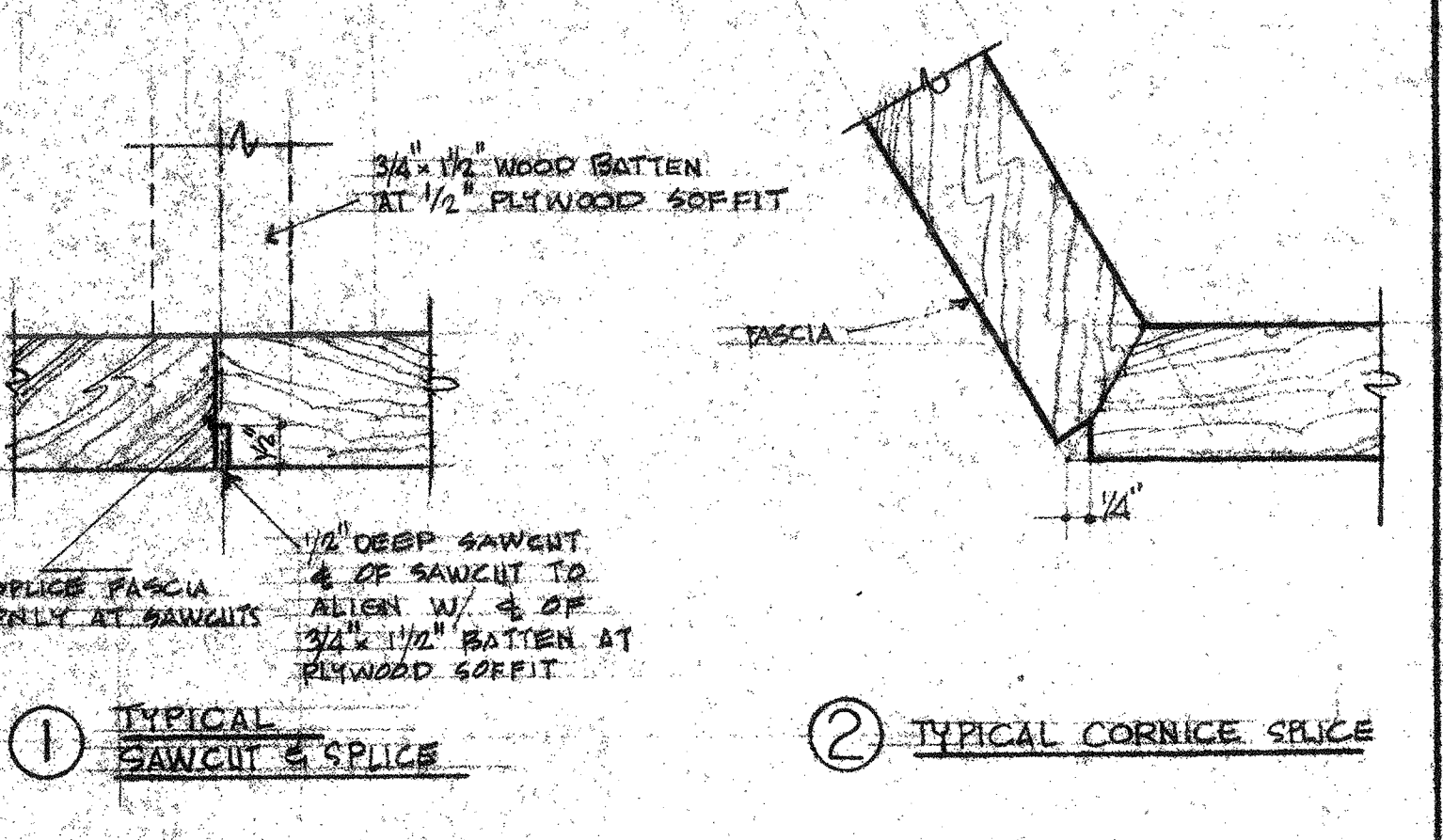
**A** EAVE @ LOW ROOF 3/4" = 1'-0"



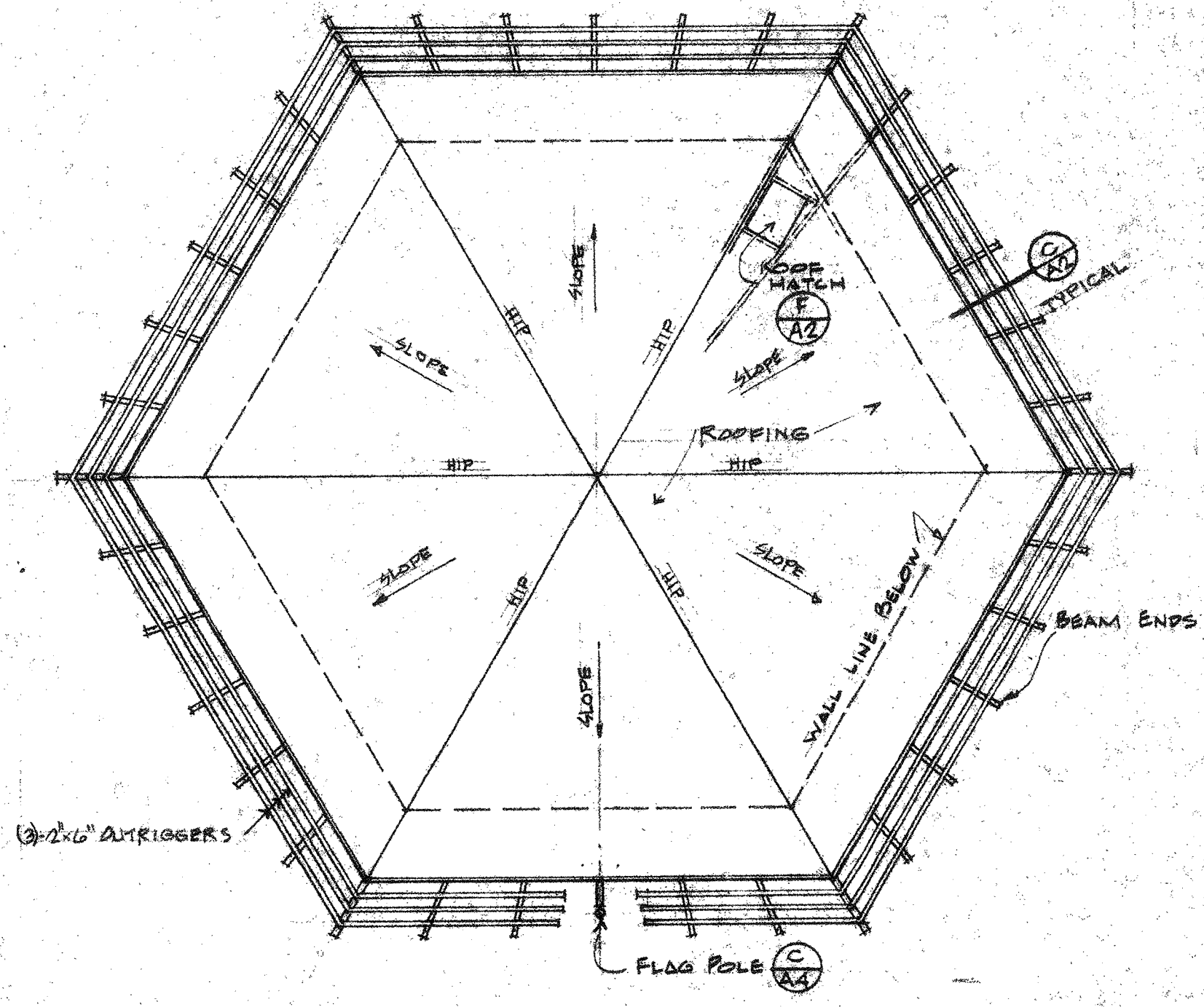
**C** EAVE @ OBSERVATION LEVEL 3/4" = 1'-0"



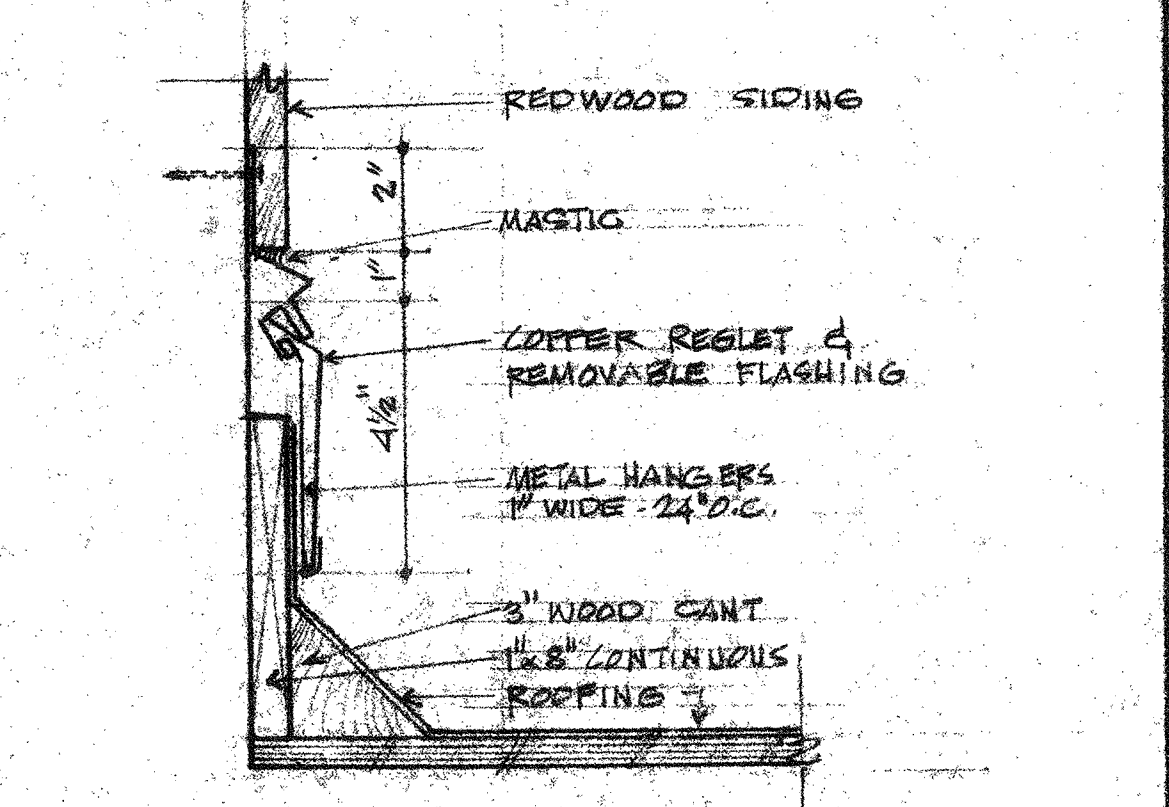
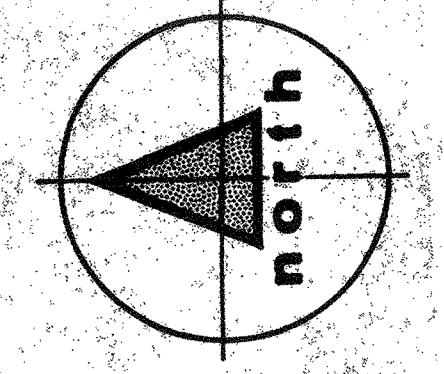
**B** RAKE @ LOW ROOF 3/4" = 1'-0"



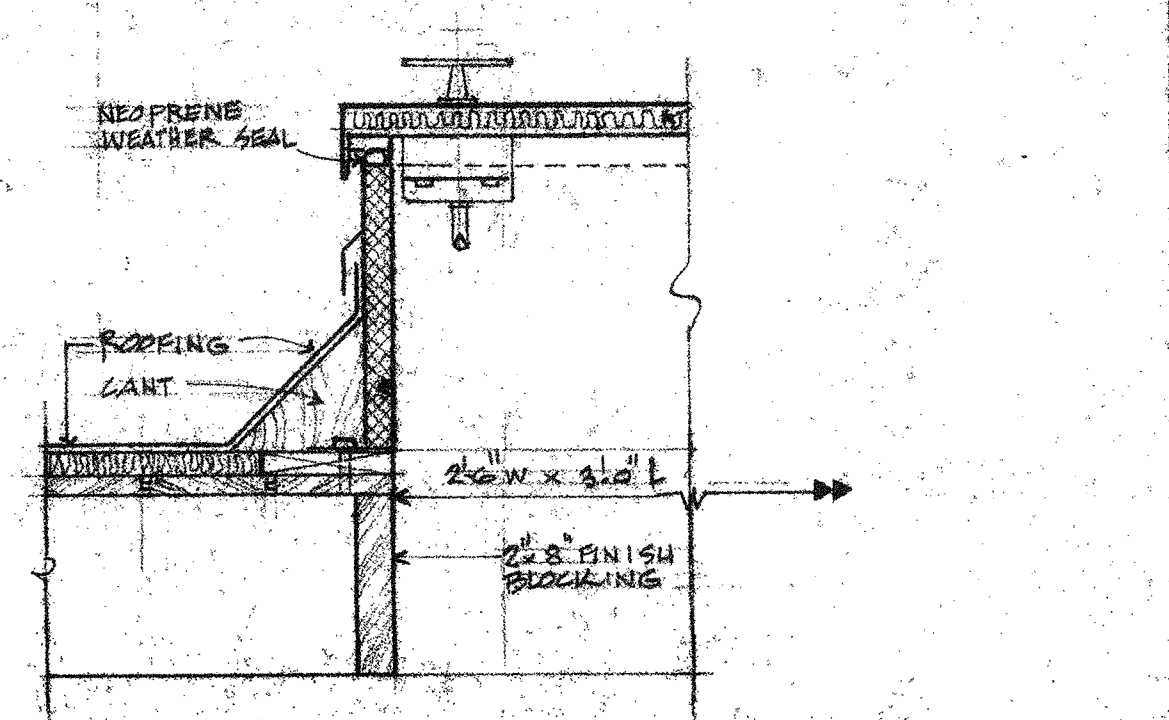
**D** FASCIA SAWCUT HALF SIZE



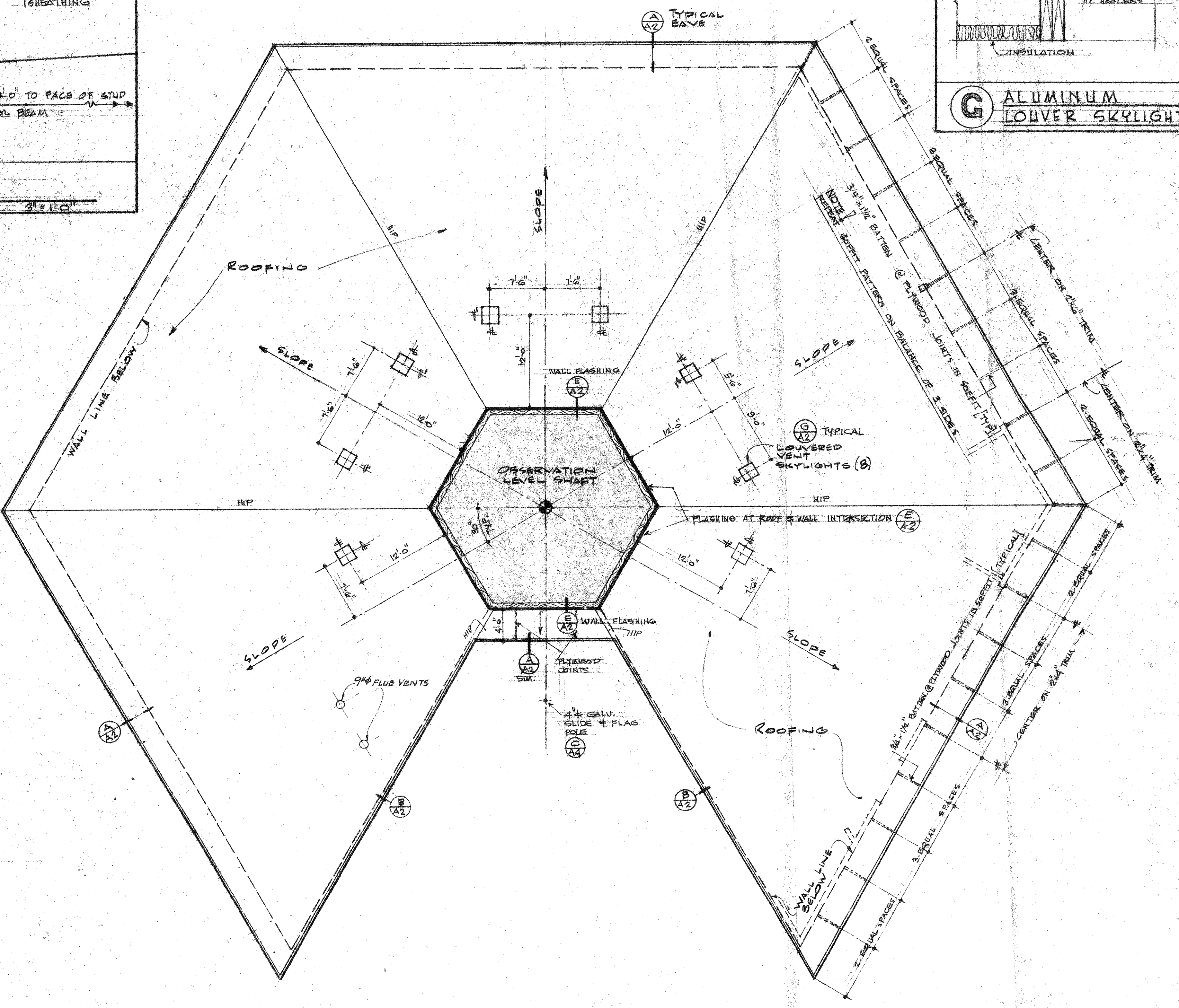
**ROOF PLAN**  
(OBSERVATION LEVEL) 1/8" = 1'-0"



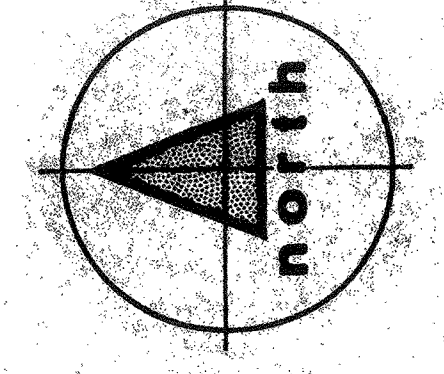
**E** WALL FLASHING 3/4" = 1'-0"



**F** ROOF HATCH 1/2" = 1'-0"



**ROOF PLAN**  
(LOW ROOF) 1/8" = 1'-0"

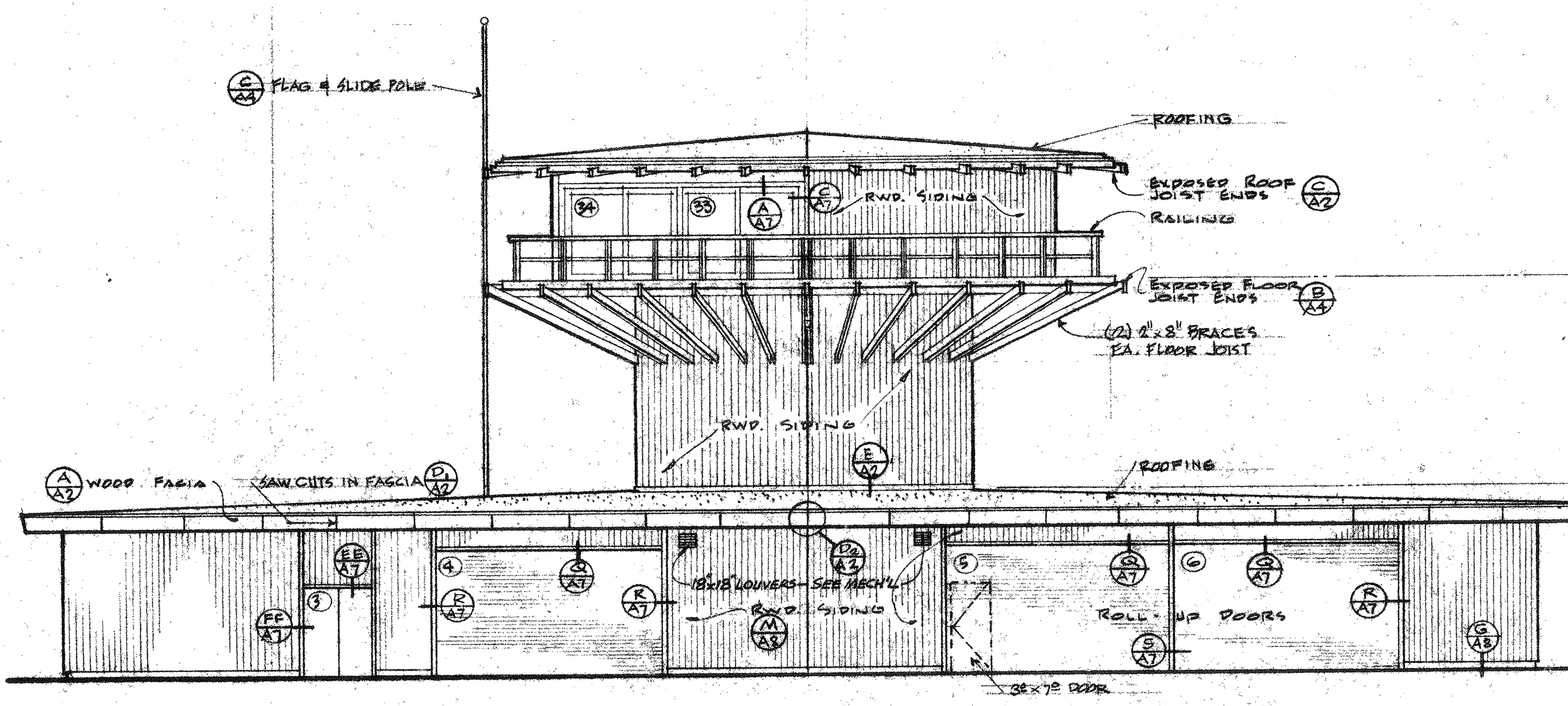


**VENICE BEACH IMPROVEMENTS**  
CITY OF LOS ANGELES  
DEPARTMENT OF RECREATION AND PARKS

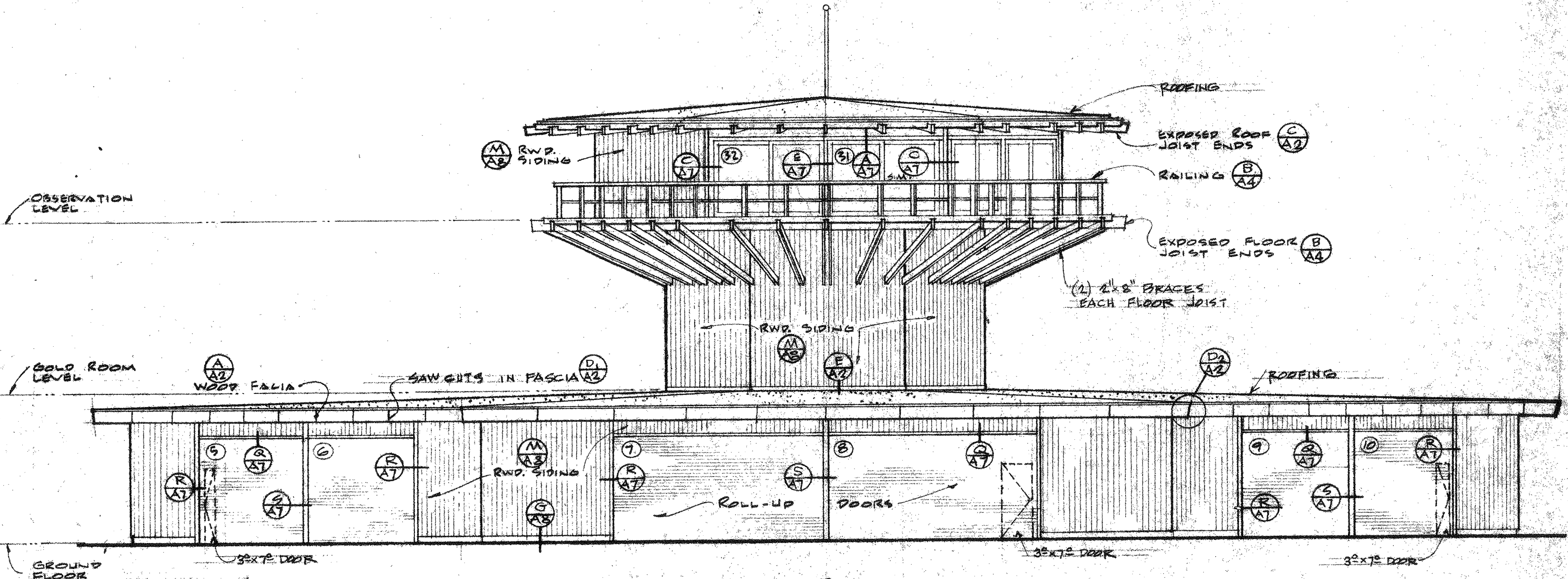
CORNELL, BRIDGERS & TROLLER A.S.L.A. LANDSCAPE ARCHITECTS  
5336 FOUNTAIN AVE. LOS ANGELES, CALIF. 90029 469-2145  
PRESCOTT, WHALLEY & WEIT ARCHITECTS  
2350 HYPERION AVE. LOS ANGELES, CALIF. 90027 663-8215

LIFEGUARD HEADQUARTERS BUILDING  
**ROOF PLAN & DETAILS**  
SCALE AS NOTED  
DESIGNED: D.W. F.S.  
DRAWN: D.W. F.S.  
CHECKED: R.W.  
APPROVED: [Signature]  
DATE: JUNE 1968  
PLAN NO.

REVISIONS:  
SHEET NO. **A2**  
OF 15 SHEETS

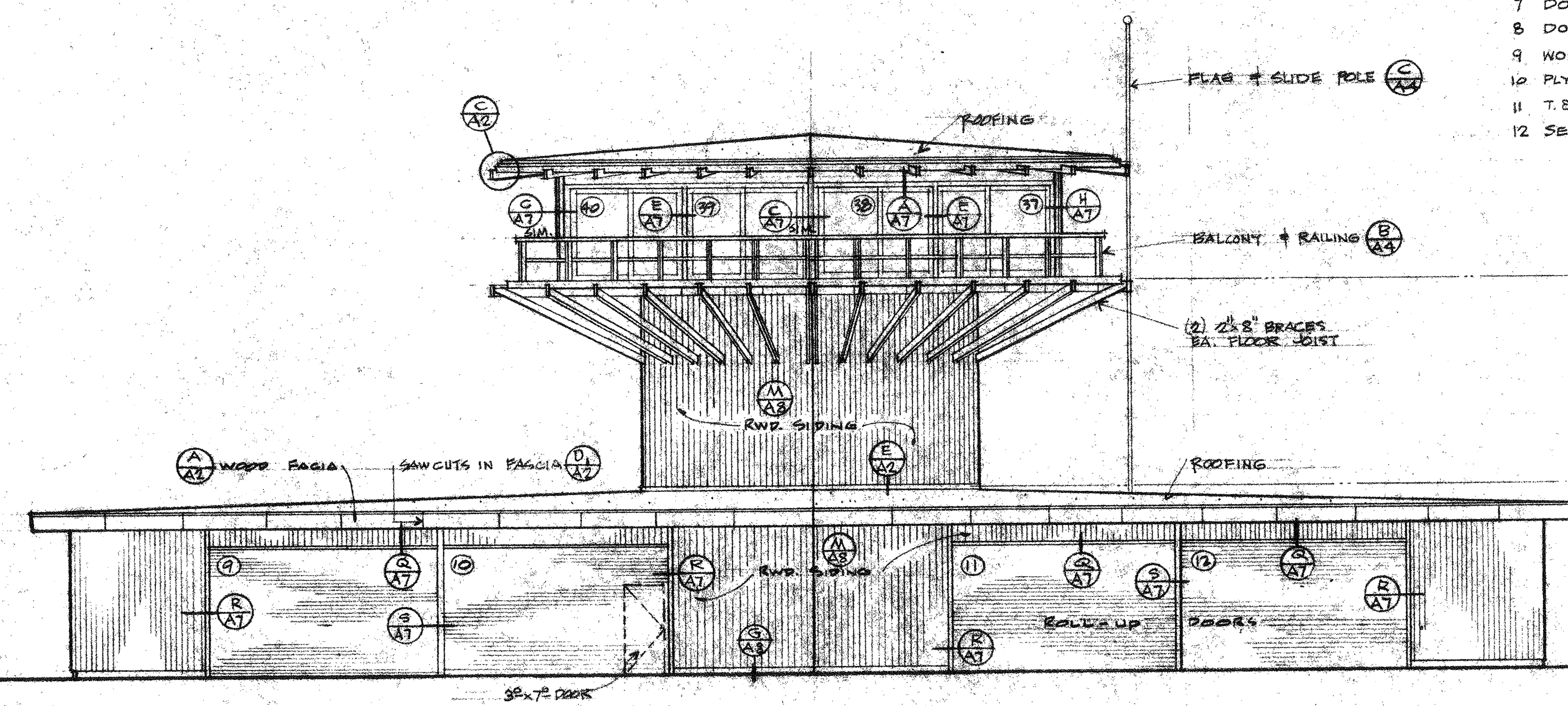


**SOUTH ELEVATION**  
1/8" = 1'-0"

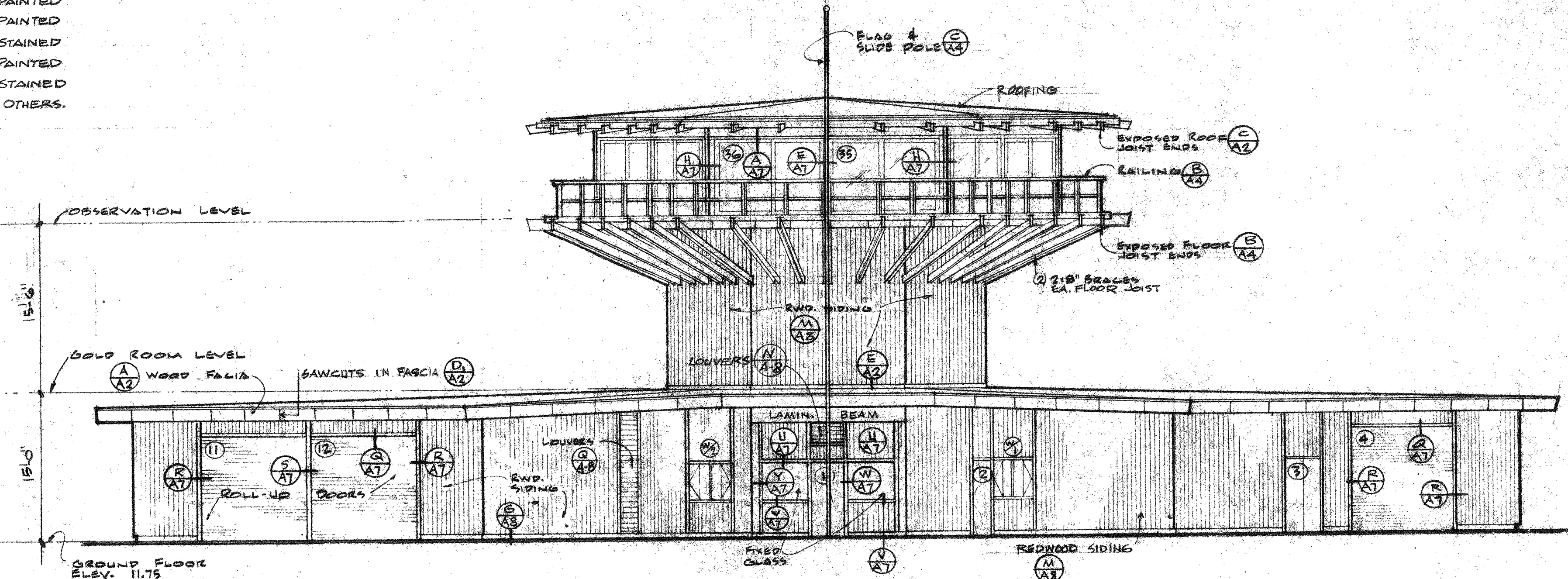


**EAST ELEVATION**  
1/8" = 1'-0"

- EXTERIOR PAINTING:**
- 1 REDWOOD SIDING - STAINED
  - 2 FASCIAS - PAINTED
  - 3 TRIM - PAINTED
  - 4 RAILINGS - PAINTED
  - 5 BEAMS - STAINED
  - 6 BRACES - STAINED
  - 7 DOORS (WOOD) - PAINTED
  - 8 DOORS (METAL) - PAINTED
  - 9 WOOD LOUVERS - STAINED
  - 10 PLYWOOD SOFFITS - PAINTED
  - 11 T. & G. SOFFITS - STAINED
  - 12 SEE MISC. DETAILS FOR OTHERS.



**NORTH ELEVATION**  
1/8" = 1'-0"



**WEST ELEVATION**  
1/8" = 1'-0" (FROM OCEAN)

**VENICE BEACH IMPROVEMENTS**  
CITY OF LOS ANGELES  
DEPARTMENT OF RECREATION AND PARKS

CORNELL, BRIDGERS & TROLLER A.S.L.A. LANDSCAPE ARCHITECTS  
5336 FOUNTAIN AVE. LOS ANGELES, CALIF. 90029 469-2145  
PRESCOTT, WHALLEY & WEIT ARCHITECTS  
2350 HYPERION AVE. LOS ANGELES, CALIF. 90027 663-8215

LIFEGUARD HEADQUARTERS BUILDING  
EXTERIOR ELEVATIONS

SCALE 1/4" = 1'-0"

DESIGNED: D.W.  
DRAWN: D.W.  
CHECKED: R.W.  
APPROVED: [Signature]  
DATE: JUNE 1968  
PLAN NO.

REVISIONS:  
SHEET NO. **A3**  
OF 15 SHEETS



# BEACH SAFETY PLANS READY

## *Playground Board Passes on Extensive Program for Improvement in Life-Saving Facilities*

Complete life-saving facilities for the municipal beaches at Venice, Santa Monica Canyon, Playa del Rey and Cabrillo, including general life-guard alarm boxes, a series of bells, emergency truck and more essential equipment than available at present, have been approved by the Los Angeles Playground and Recreation Commission. The program for rescue provisions will be started at once.

When the installation of equipment is completed it will be possible for anyone witnessing the distress of a bather to immediately summon a guard or, if the emergency warrants, to call an entire crew with boats, ropes, stretchers, blankets, inhalator and other equipment.

At Venice twenty-five brass bells will be placed between the Ocean Park pier and Hyperion avenue. These will be mounted on posts placed in conspicuous places and will be used for local alarms.

### PULL-BOX SYSTEM

Later it is planned to install seventeen pull-box stations similar to those of a fire-alarm system. These boxes will be located at the ends of the following streets: Ozone, Rose, Paloma, Thornton, Brooks, Wavecrest, Westminster, Playground, Avenues 23, 27, 30, 35, 41, 46, 51, 57 and 66 and Del Rey Esplanada.

In conjunction with this system a light automobile will be kept in service at the Brooks-avenue life-guard building recently completed by the Playground Department. This will be equipped with inhalator, siren, stretchers, blankets and other para-

phernalia and will be used to convey guards to the source of an alarm.

A siren also will be placed on the life-guard station to summon all guards on duty between the Ocean Park and Venice piers. A guard with powerful binoculars will be kept on duty in the tower throughout the day.

### PROVISIONS AT PORT

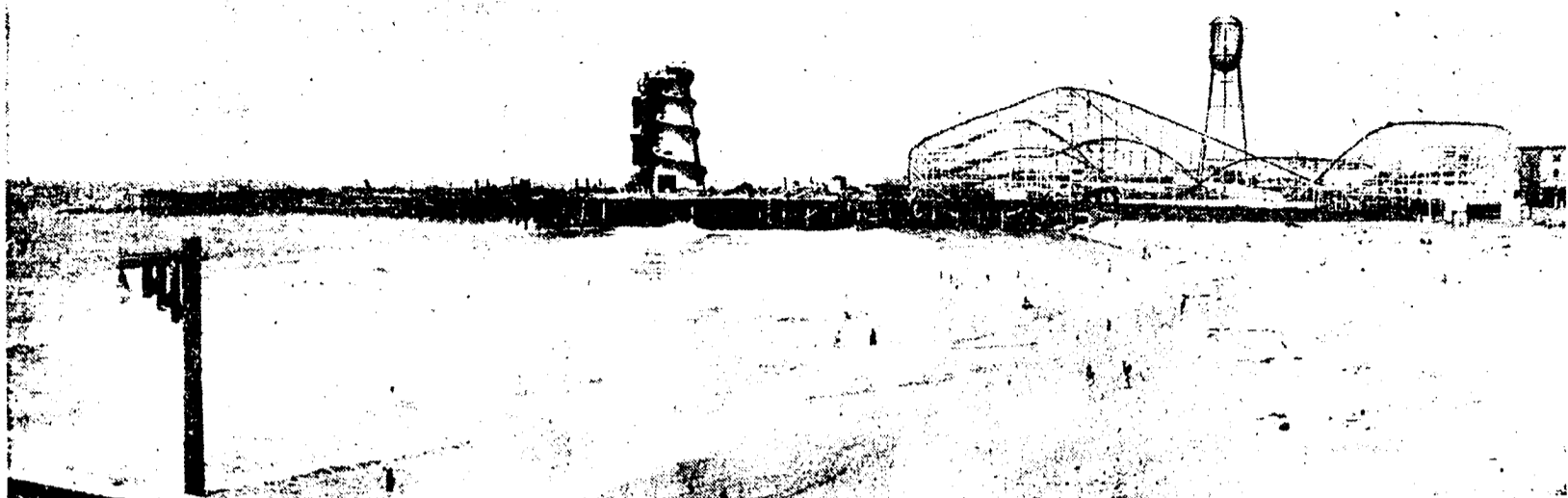
At Cabrillo Beach, on either side of the breakwater at San Pedro, three cast-brass bells will be mounted and the guard headquarters provided with inhalator, stretchers, cots, blankets and Cape Cod dories with canvas covers.

At Santa Monica Canyon Beach two brass bells will be placed, with adequate life-saving equipment, including Cape Cod dories. Signal flags also will be in use at the public bathing places.

Present equipment for life saving is said to place Los Angeles in a high position in comparison with other cities, and the additional provisions for alarm and ambulance service will make it outstanding.

When the present beach areas are patronized over longer stretches the department believes that more trucks should be added.

## MEMORY-HAUNTED LANDMARKS FAST DISAPPEARING



**VANISHING**—This panorama of Venice pier shows progress being made in its destruction. Beach in foreground will be enlarged with sand and dirt. Times photo

## City Plans Huge Beach Development Program

**Project Includes Removing Piers, Building Sewage Plant and Moving Vast Dunes of Sand**

By next summer, barring unforeseen delays, the beach area of the City of Los Angeles will be more than trebled as the first step in a master plan to save the Southland's fast-eroding shoreline.

As outlined by A. G. Johnson, city beach engineer, the immediate program for improvement of city beaches from Ocean Park to El Segundo is three-fold:

1—Removal of Venice Pier and adjacent Sunset Pier, two memory-haunted landmarks now considered unsafe and obstacles to the natural movement of beach sand down the coast.

2—Construction of the \$30,000,000 sewage disposal plant at Hyperion, which will eliminate ocean pollution which has necessitated quarantining of much of the existing beach area, and

3—Transfer of 11,000,000 cubic yards of sand from the dunes at the Hyperion plant site to the six-mile strip of beach northward to Santa Monica city limits.

### Demolition Proceeds

City engineers are preparing plans to complete the demolition of Venice Pier, now a pile of debris over which the 122-foot Dragon Bamboo Slide stands a lonely vigil. Abbot Kinney Co., lessee of the famed fun zone until their 25-year license lease expired in 1946, is completing the salvaging of pier concessions.

Sunset Pier, site of a popular ballroom two decades ago but now lifeguard headquarters of the City Playground and Recreation Department, will have its angled end chopped off. The lifeguard station will remain, high and dry.

By the time the Hyperion sewage treatment facility is in operation, Johnson explains, approximately 16,000,000 square feet of beach will have been added to the city's ocean frontage by the most extensive sluicing operation ever attempted in the Southland. This will not only benefit bathers but will protect shore-line property from damage when the Pacific bellies its name.

### Hydraulic Principles

Sluicing involves placer-mining principles on a giant scale, washing down sand dunes with huge high-pressure nozzles and pumping the sand and water through a 28-inch pipe line to the beach at the rate of 35,000 cubic yards daily. The work already has progressed to a point just south of the Westport Beach Club in Playa del Rey, where a booster pump will be installed to push the sand on toward Ocean Park Pier.

Long-range plans for development of the whole Santa Monica

Turn to Page 2, Column 6

# Program to Treble City's Beach Area Advances

Continued from First Page

Bay indentation contemplate the building of a broad highway along the sea from Topanga Canyon to Redondo Beach, with ample parking and recreation areas, including a yacht basin

at Playa del Rey. This, however, hinges on the creation of a beach "district" embracing the various jurisdictions concerned. An estimated \$75,000,000 will be required to finance the project, which would add 36,000,000 cubic feet of fill to the 14,000,000 already contemplated by the city.

Johnson is an old hand at "beach-making," having been head of the beach development division of the City Engineer's office since 1930. He proved his sand-fill theory in 1945 when, over the protest of scoffers, he dumped 150,000 cubic yards of sand just south of Venice Pier where waves had threatened to wash out beach cottages. Contrary to critics' charges that this was "pouring the taxpayers' money into the surf," the sand is still there—and so are the buildings.

## Final Plans for Venice Beach Job Approved

VENICE — Final plans and specifications for improvements at four locations on Venice Beach—expected to cost more than \$350,000—have been approved by the Los Angeles City Recreation and Park Commission.

The commission will open bids for the improvements Thursday, Sept. 12, at 3 p.m. Cornell, Bridges and Troller, landscape architects, designed the project which involves the following:

1—Construction of a lifeguard and maintenance headquarters building at Venice Blvd. with landscaping and site improvements.

2—Installation of an irrigation system, landscaping, and related work at Rose Ave.

3—Construction of a new sanitary facility, installation of play equipment, an irrigation system, landscaping, and related work at Brooks Ave.

4—Installation of play equipment, an irrigation system, landscaping and related work at Washington St.



**LIFEGUARD HEADQUARTERS**—Architect's drawing shows lifeguard and maintenance headquarters building to be constructed at foot of Venice Blvd. Plans have been approved and bids will be opened by Recreation and Park Commission at 3 p.m. Thursday, Sept. 12. Beach oil revenues will finance the project.



## *Dedication Ceremonies*

10:30 a.m., Saturday, November 29, 1969

### LOS ANGELES CITY LIFEGUARD HEADQUARTERS AT VENICE BEACH



#### CITY OF LOS ANGELES

Sam Yorty, Mayor  
Marvin Braude, Councilman, Eleventh District

#### BOARD OF RECREATION AND PARK COMMISSIONERS

Mrs. Harold C. Murton, President  
Brad Pyc, Jr., Vice President  
James Madrid  
Patricia A. Delaney  
A. E. England

#### RECREATION AND PARKS DEPARTMENT

William Frederickson, Jr., General Manager  
Seymour Geben, Executive Officer

The building we are dedicating today will serve as a headquarters for the beach operations section which is responsible for lifeguard service on 14 miles of beaches, at Hansen Dam Lake, and — during the three-month trout fishing season — at Crowley Lake. The new lifeguard headquarters is one portion of a \$500,000 improvement project financed with oil revenues.

In addition to the lifeguard and maintenance headquarters building with landscaping and site improvements, the recently completed development included landscaping and other improvements in the Rose Avenue, Brooks Avenue and Washington Street areas of Venice Beach.

Within the past year the Los Angeles City Recreation and Parks Department has also constructed a \$20,000 sanitary facility near the entry of Marina Del Rey Channel, and has authorized restoration and reconstruction of a \$25,000 stone groin to protect the new lifeguard headquarters and adjacent improvements.

#### CEREMONIES

##### *Posting of Colors*

S. S. Cutty Sark, Mariners

##### *Pledge of Allegiance*

S. S. Cutty Sark

##### *National Anthem*

##### *Invocation*

The Rev. Fred Hiller, Bible Tabernacle

##### *Master of Ceremonies*

William Frederickson, Jr., General Manager, Recreation

##### *Welcome*

Mayor Sam Yorty

##### *Introduction of Distinguished Guests*

##### *Presentation of Facility*

Councilman Marvin Braude

##### *Acceptance of Building on Behalf of the Citizens*

Dr. Earl Bubar, President, Marina Chamber of Commerce

#### RIBBON CUTTING

#### BEACH LIFEGUARD RESCUE DEMONSTRATION

##### *Tour of New Building*

Conducted by S. S. Cutty Sark

#### REFRESHMENTS



**LIFEGUARD OUTLOOK.** -New City Beach lifeguard headquarters building at Venice Beach will be dedicated in 10:30 a.m. ceremonies Saturday, Nov. 29. Embracing four locations, \$500,000 project was financed with beach oil revenues.

Times photo

## Dedication Scheduled for Lifeguard Building

VENICE — Dedication ceremonies for the new City Beach lifeguard headquarters building at Venice Beach are scheduled Saturday, Nov. 29, at 10:30 a.m.

The new headquarters and the maintenance building were included in a \$500,000 improvement project at four locations on the beach.

The former lifeguard headquarters, located 100 yards north of the present facility, has been condemned and will be torn down.

Located at 2100 Ocean Front Walk, the lifeguard headquarters was financed with beach oil revenues.

In addition to the lifeguard and maintenance headquarters building with landscaping and site improvements, the total project includes an irrigation system installation,

landscaping and related work at Rose Ave.; construction of a new sanitary facility, installation of play equipment, landscaping and related work at Brooks Ave.; and installation of play equipment, an irrigation system, and landscaping at Washington St.

The ceremonies will be attended by officials of the City Recreation and Parks Department and Councilman Marvin Braude.



Longtime lifeguards such as Lt. Mick Gallagher, left, patrolling Venice Beach in a truck, and John Renaud at Malibu often try to downplay the job's glamorous image.

# Having the Time of Their Lives — and Saving Others'

Members of an Elite Lifeguard Corps Love the Work and Never Get Tired of the Office

By KENNETH J. GARCIA, *Times Staff Writer*

Every Easter vacation, about 300 young men and women gather on a beach in Santa Monica to compete in a modern Darwinian ritual. But in this race, even the fittest often don't survive.

At the appointed time, they line up, run into the water and fight, crawl, push and do their best to swim around a series of strategically placed buoys in a 1-mile race. For some, it will be the most important contest of their lives.

The race decides who will be the next group of new lifeguards in Los Angeles County. With a little luck, a large dose of desire and Olympic-caliber swimming skills, about 60 will make it each year. If they exhibit endurance along with speed, most will stay for the next 30 years.

"It looks like everybody is trying to drown each other," said Jonathan Edge, a seasonal county lifeguard. "The people want it so bad that it gets crazy out there.

But how can you blame them? This isn't so much a job as a way of life."

Edge works at Malibu's Surfrider Beach, but it's difficult to say exactly when he's working. He usually shows up there on his days off, "just to hang out" with the other lifeguards, watch his colleagues surf during their daily half-hour workout and to swim.

Mostly to swim. With his red hair and pale complexion, he seems an unlikely candidate to fill a sun-drenched job. But, he says, he can't resist.

#### 'It's a Great Job'

"I thought I was going to do it for one summer when I was in school, but I liked it so I came back," he said. "And then I came back again. And this is my third summer. What can I say? It's a great job."

For people like Capt. Gary Crum, becoming a lifeguard was a matter of tradition. His father, Dwight, began as a

lifeguard before World War II and stayed in the department for the next 34 years, rising to assistant director of the Department of Beaches and Harbors before retiring in 1974. A picture of his father and the 3-year-old future lifeguard captain walking along Redondo Beach hangs on the wall behind Crum's desk.

The desk is the centerpiece in a small office, about three stories above the Pacific Ocean, that is arguably among the nicest work places in Los Angeles. From Crum's vantage point at the Venice lifeguard headquarters, he has a 180-degree view of the northern and southern sections of the beach, as well as a sizable sun deck outside. The station, near the end of Venice Boulevard, is about 50 yards from the water's edge. It is one of the reasons people such as Crum, who joined the force in 1966 straight out of high school, stay on as lifeguards when their friends are asking

them why they don't get "real" jobs.

The lifeguards believe their jobs, which last year involved watching over 55 million visitors to Los Angeles' beaches, are very real. Today, full-time permanent lifeguard can make between \$36,000 and \$50,000 per year, depending on their experience and whether they are eligible for bonuses for passing extra paramedic courses or joining the department's diving and recovery team.

#### Patrol 40 Miles of Beaches

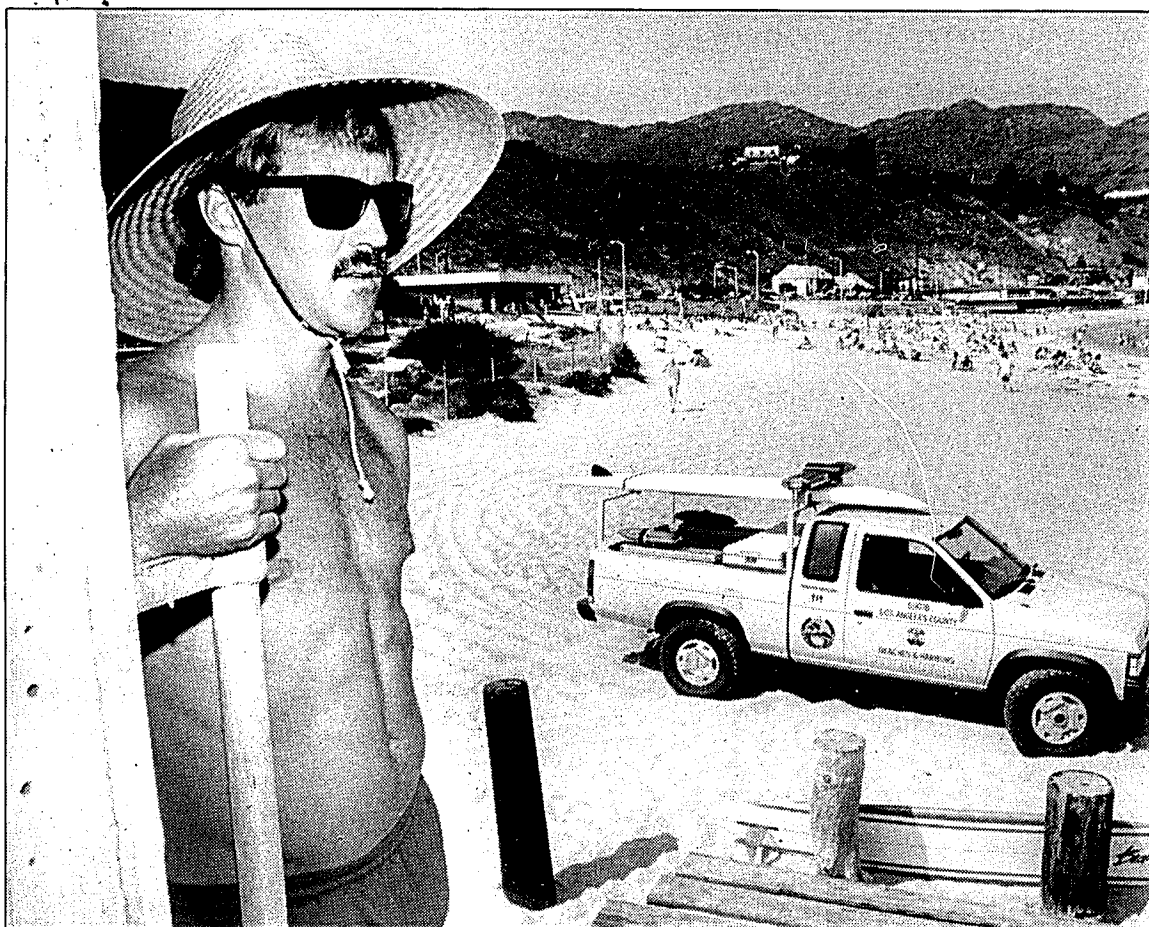
"The reason why L.A.'s lifeguards are the best in the world is that it's the only place where it's a year-round profession," Crum said. "People look on this as a career because the pay is good, the benefits are good and, obviously, lifeguards enjoy their jobs."

Last month, the Los Angeles lifeguards, who patrol 40 miles of public beaches from

the Ventura County border almost to Long Beach and including Catalina Island, won the 1988 National Lifeguard Championship held in Cape May, N.J. To say that they won is to say that sprinter Carl Lewis runs fast. They scored more points than the second-, third- and fourth-place teams combined.

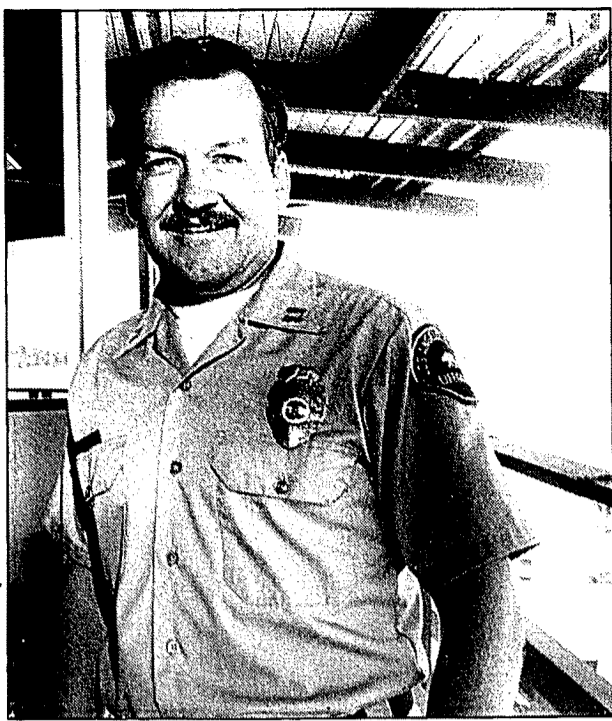
"This job is not for everybody," Crum said. "Some people don't like the pressure involved in having to save lives. It used to be that people who hung out and surfed at the beach and were good swimmers might become lifeguards. But today the only people who get picked are at the top of the pack. The best are Olympic-caliber swimmers and the rest are probably just a notch below that. It's incredibly competitive. But we have to have a way to separate the men from the boys."

In the future, one way may be to  
Please see LIFEGUARDS, Page 10



CASSY COHEN / Los Angeles Times

Blocked due to copyright.  
See full page image or  
microfilm.



CASSY COHEN / Los Angeles Times

In his ocean-view office, Capt. Gary Crum has a photo of himself at 3 walking along Redondo Beach with his lifeguard father.

## LIFEGUARDS: Good Pay, Great Surroundings

Continued from Page 1

determine who can match a great freestyle stroke with computer programming skills. Today, the lifeguard operation, from the department's budget to its payroll and scheduling, is done on computers. The department only started using computers about four years ago, but now the performance of the 600 seasonal and the 100 full-time, permanent lifeguards is tallied on video display terminals.

Each of the department's 7,063 rescues during 1987—a statistic that used to be logged in long-hand—is entered in the computer, along with the beach where the rescue was performed and the type of emergency.

Crum said lifeguards may face an even more high-tech future. There is talk of placing computers in many of the county's 155 lifeguard stations. So far, the idea has met resistance. Many of the longtime lifeguards maintain that the computers add nothing to their ability to save lives.

"There's an old guard that says, 'Hey, we operated all these years without them, what do we need them for?'" Crum said. "But these computers have made our lives much easier. And anything that can reduce the amount of time we have to spend on anything except protecting the beaches is worth it."

### Huge Swells

Lifeguard Lt. Mick Gallagher was far away from his computer early last week, driving up and down Venice Beach trying to determine which of his portable stations was endangered by the huge 8- to 10-foot swells generated by a storm off the coast of Chile one week before.

That's when he spotted them.

To the average beach-goer, the three boys encircled by the swirling water on a recent afternoon in Venice were just a group of teenagers cooling off on the last week of summer vacation.

To Gallagher, they were a potential rescue.

Less than five minutes later, they became one.

Gallagher had seen the riptide long before he saw the teenagers. He knew that anybody but an expert swimmer would be ensnared and carried out into the deep water once he reached the riptide, but for five hours today, no one had.

"204, this is 205, I've got a rescue off Avenue 19," the voice began over Gallagher's truck radio. "Maybe you can begin rolling a backup over here in a bit."

Gallagher, the backup, swung the truck around and began speeding over the bumpy, sloping sand dunes, zipping around the Venice Pier, past the lifeguard headquarters and over to where a lifeguard stood in knee-deep water waving an orange "rescue can." Gallagher sat in the truck, staring, until the lifeguard swam to the boys and guided them back to the shore.

It was the first rescue of the day. Business was slow.

"You could tell it was only a matter of time," Gallagher said, squinting into the afternoon sun. "All the ingredients were there: a big surf, poor swimmers and a riptide. They're rescued long before we even get to them."

Gallagher waved to the other

lifeguard and then slowly turned the truck around and began heading down the beach. A young man in light-blue cutoffs approached his truck.

"Is it not good here to swim?" the man asked in broken English. "Is there something wrong? Can we go in for a picture?"

Gallagher sighed and shook his head. "If you can't swim, don't go in the water, OK?" The man nodded, and Gallagher turned to his passenger. "When they have to ask you whether they can swim, you know that they shouldn't be here."

He started the truck again, slowing down when he looked at the surf. He stopped and reached down to his two-way radio, gazing out the window as he began to speak.

"Check out this set [of waves]," he told his fellow lifeguards, waiting for the huge waves to crash before starting the truck again.

Gallagher, Crum and other department officials work hard to downplay the glamorous side of being a lifeguard. Gallagher talks often about the pressures of being responsible for other lives as well as for "his men" in the field. (There are women lifeguards as well.) And he clearly identifies with the paramilitary side of the organization, in part because he has worked most of his career in Santa Monica and Venice, where there is more crime on the beach than elsewhere in Los Angeles County and he is required to work more closely with police.

### Military Language

This partially explains the military language in the 1-inch-thick lifeguard training manual, which discusses everything from proper uniforms to beach demeanor. It leaves unexplained, however, a description of one section of Point Dume Beach in Malibu which, the manual says, "attracts the most unusual collection of people any lifeguard will ever encounter in his entire career. They range from John Q. Public to faggots, perverts, drug users, runaways and mentally unbalanced people." The manual also describes Surfrider Beach, one of the best-known in Southern California, as having "its own parade of self-proclaimed characters and hard-core jailbait."

Crum, who said the department attempted to pull the "highly offensive" sections from all of the training manuals when they were discovered last year, stopped short of criticizing the early lifeguard standards, some of which are echoed in the current department bible. Instead, he praised the people who "took lifeguarding out of the Hollywood image of the guy sitting in his hut with a straw hat, strumming his ukulele."

"This is a paramilitary organization, with a rigid chain of command that has some law enforcement responsibilities," Crum said. "We wear badges and we have to approach the job with the same discipline and professionalism as policemen and firemen. We don't want to be the ugly stepchild. We want to be co-equals."

But there is a big difference. As longtime lifeguards John Renaud and Eldin Onsgard will tell you, there is probably only one thing better than being a lifeguard on a beach when the southern swells are up, the waves are clean and the

sun is shining. That's being off-duty at the beach that day.

Most of the lifeguards tend to stay away from pseudo-police work, only calling the cops when their directives go unheeded. Usually, their warnings about dogs on the beach, inner tubes in the water, and alcohol and drugs near the surf are obeyed. But occasionally, and often reluctantly, city police or county sheriff's deputies are called in when a fight breaks out or things get too heated for the few lifeguards on the beach.

"Our primary responsibility is always watching the water, but on slow days, it seems that we're being paid to look at the latest in fashion swim wear," Onsgard said. "But then all of a sudden it will change and you have to do a water rescue."

For the last 20 years, Onsgard has worked as a seasonal lifeguard for Los Angeles County, supplementing his income as a water polo coach at Pierce Junior College in Woodland Hills and at Cal State Los Angeles. Like the majority of lifeguards, Onsgard grew up in aquatic circles, swimming competitively and later playing water polo. Several of his students are now county lifeguards.

### Studying the Waves

Renaud, Onsgard's supervisor, has been patrolling county beaches for the last 16 years. Today, he is a fixture at Malibu's Surfrider Beach, known for his easy manner almost as much as for the speed of his rescues. Because of the popularity of the beach, he probably treats more surfing accidents than any other lifeguard, and makes it part of his job to study the nuances of wave breaks as much as the young swimmers near Malibu Pier.

But it was a long, cool summer for Renaud. The waves were unusually poor, the skies often gray and, with the exception of the Labor Day weekend throngs, the size of the crowds was way down. So was his business.

"I don't remember a slower summer," Renaud said. "It's just been one long lull. We've only had 49 rescues out here all year. It's never been this quiet."

This day was different though. A storm from New Zealand had brought a big swell to the area, and the overcast sky that brought rain the previous day had cleared up. Renaud took some pictures of the two dozen surfers in the water and

then jumped in his truck to check on the lifeguard in the nearby tower.

When he left, Onsgard jumped into Renaud's chair and began describing the previous day.

### 'Like Paradise'

"I had just gotten off work and the waves were huge around 6 p.m.," Onsgard said. "So I jumped in, and about five minutes later this rainbow came out that was just incredible. It looked like paradise out here. It was beautiful."

As Onsgard talked, a tan woman in her early 20s, wearing a bikini about the size of a large Band-Aid, walked by the front of the lifeguard station. Onsgard smiled. She smiled back.

"Not that this isn't beautiful too," he said as she walked by. "Because that is beautiful."

The race to be a lifeguard has changed over the years. At one time, the department tested all candidates in the ocean first, but they ran into a problem.

"We used to have to rescue so many would-be lifeguards in the ocean that it became ridiculous," Crum said. "For one day, we had lifeguards rescuing people who wanted to be lifeguards."

Now, the department makes candidates pass a timed 1,000-meter swim in a pool before tackling the ocean contest. Those at the top of the pack then must undergo an intensive six-day training course. Twice a year, permanent lifeguards, including high-level department members such as Crum, must swim 500 meters in under 10 minutes.

Crum and others have described being a lifeguard as being part of a brotherhood. It almost has to be. There is little room for advancement in the department, which has one chief, one assistant chief and 29 lieutenants.

"People here are very competitive by nature, but we have a lot more qualified people than opportunities," Crum said. "But with most of these guys, since they're enjoying the beach almost every day, you can't tell their regular work day from [their] day off."

"The best way to describe it is to say that it's a job filled with hours of boredom, interspersed with moments of sheer terror. And there are great benefits to the job if you love the outdoors. But for almost all of our people, lifeguarding isn't what they do—it's who they are."

# Venice Lifeguard Station Historic Resource


 Resource Report  Map



## Resource Report

(overview)

# Venice Lifeguard Station Historic Resource

 Resource Report  Map

## Historic Resource Summary

### Names



Venice Lifeguard Station (Alternative)  
Los Angeles County Fire Department Lifeguard Operations (Alternative)  
Los Angeles County Fire Department Life Guard Division (Primary)

### Important Dates

1968-01-01 (Built Date)

### Images



 Venice Lifeguard Station Historic Resource Resource Report  Map

## Resource Types

Building

## Architect

S.W. Bridgers (/reports/bc0ffcfd-8a46-4187-8993-9d8c70046d1a)

## Builder

## Owner

## Location Information

## Addresses

See below under Related Resources

## Location Description

2300 Ocean Front Walk

## Administrative Areas

Los Angeles City Council District 11 (Council District)

Venice Community Plan Area (Community Plan Area)

VENICE NEIGHBORHOOD COUNCIL (Neighborhood Council)

## Resource Description

## Classification

Type: Institutional-Government, Other Use: Historic Style: No style

Type: California OHP Resource Attribute - HP39. Other

## Features



 Venice Lifeguard Station Historic Resource Resource Report  Map

Type: California OHP Resource Attribute - HP39: Other

## Features

Component: Cladding Type: Wood vertical boards Material: none defined

Component: Door Type: Single; Roll-up Material: Metal

Component: Door Type: Sliding; Glazed, fully Material: Metal

Component: Entryway Type: Vehicular entry Material: Wood

Component: Entryway Type: Balcony Material: Wood

Component: Roof Type: Eaves, open; Flat; Exposed rafters; Bargeboards Material: Unknown

## Architectural Description

One-story hexagonal building with a three-story central tower; surrounded by surface parking and chainlink fence.

## Alterations

Not fully visible behind the fence

Unknown/not visible



## Resource Significance

(evaluation)

## Evaluation Details

Date Evaluated

2015-01-14





 Venice Lifeguard Station Historic Resource Resource Report  Map

## Resource Significance

(evaluation)

### Evaluation Details

#### Date Evaluated

2015-01-14

#### Context/Theme

Other Context, 1850-1980

Event or Series of Events, 1850-1980

Other

#### Eligibility Standards

- More research needed

#### Integrity Aspects

No Integrity Aspects checked

#### California Historic Resources Status Codes (explanation of codes)

QQQ

#### Significance Statement

"Rare example of a lifeguard station headquarters building in Venice; appears to be the only example along this stretch of the beach. However, eligibility standards for lifeguard stations have not been established; therefore, the evaluation could not be completed."

#### Periods of Significance

From: 1968-01-01

# Venice Lifeguard Station Historic Resource

 Resource Report  Map

## Related Activities

SurveyLA - Venice Survey (/reports/46a10397-289c-487d-8201-213122959d1a) (was assessed in / assessed)

## Related Historic Events

None

## Related People/Organizations

S.W. Bridgers (/reports/bc0ffcfd-8a46-4187-8993-9d8c70046d1a) (Architect/Designer, was designed by /designed)

Historic Resources Group (/reports/78b650f8-3024-460a-917d-6d28404abc5c) (Surveying Firm, was surveyed by / surveyed)

## Related Information Resources

### Images



(/reports/f8d03d26-10eb-4a3f-952a-9b8082c6ab32)



(/reports/48746841-6ef7-49e1-b521-abf863f891d4)



(/reports/5aff1f98-ffca-4dd4-babf-59dcf77e30cc)





Burbank County Courts Building at 300 E. Olive, Burbank. Designed by Prescott and Whalley in 1954 (extant). Circa 1950s. Source: Burbank Public Library, Burbank in Focus.



Burbank Civic Center Annex at 250 E. Olive Avenue, Burbank. Designed by Prescott and Whalley, 1959 (extant). Circa 1960s. Source: Burbank Public Library, Burbank in Focus.



Main Headquarters Fire Station Burbank at 353 E. Olive, Burbank. Designed by Prescott and Whalley in 1961 (not extant). Source: Burbank Public Library, Burbank in Focus.




Burbank Municipal Service Building at 150 N. 3rd Street, Burbank. Designed by Prescott, Whalley & Weit in 1967 (not extant). Circa 1960s. Source: Burbank Public Library, Burbank in Focus.

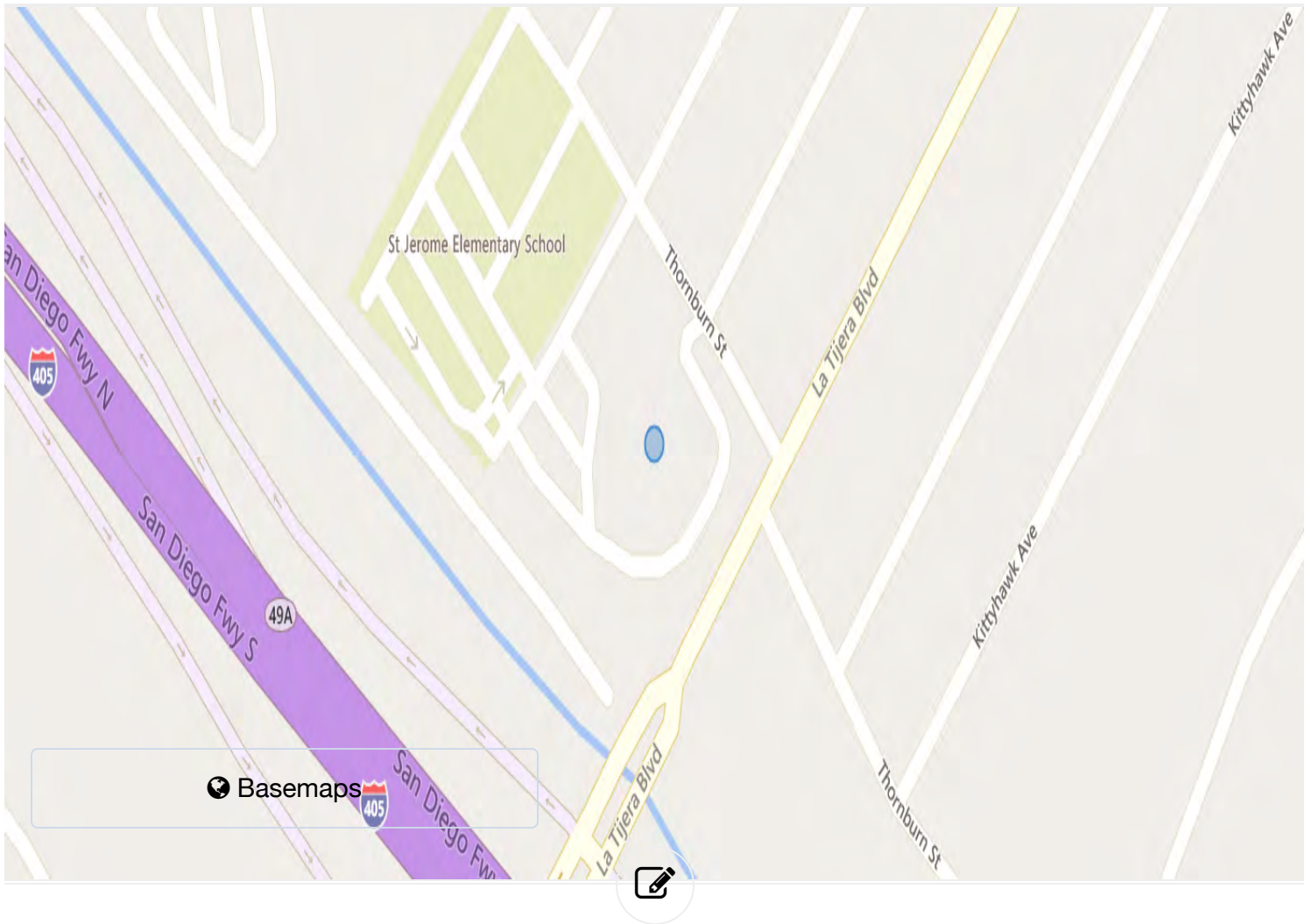


*Station Number 97, 1962*  
*8021 Mulholland Drive*  
*(Chuck Madderom Collection, LAFD)*

Designed by Prescott and Whalley in 1962. Source: Los Angeles Citywide Historic Context Statement, “Context: Public and Private Institutional Development, 1850-1980, Sub-Context: Government Infrastructure and Services, 1850-1980, Theme: Municipal Fire Stations, Subtheme: Post World War II Fire Stations, 1947-1963.”

# St. Jerome Catholic Church Historic Resource

 Resource Report  Map



## Resource Report

# St. Jerome Catholic Church Historic Resource

 Resource Report  Map

## Historic Resource Summary

### Names

- St. Jerome Catholic Church (Primary)
- St. Jerome Catholic Church (Historic)
- 5570 W THORNBURN ST (Alternative)

### Important Dates

- 1966-01-01 (Built Date)

### Images



 St. Jerome Catholic Church Historic Resource Resource Report  Map

## Resource Types

Building

## Architect

Prescott, Whalley &amp; Weit (/reports/85843fd6-b568-4f41-b05c-838a0f0e9ade)

## Builder

## Owner

## Location Information

## Addresses

5570 W THORNBURN ST Primary

5560 W THORNBURN ST Alternative

5550 W THORNBURN ST Alternative

5580 W THORNBURN ST Alternative

7201 S LA TIJERA BLVD Alternative

## Location Description

No descriptions recorded

## Administrative Areas

Westchester - Playa del Rey Community Plan Area (Community Plan Area)


Los Angeles City Council District 11 (Council District)

NEIGHBORHOOD COUNCIL WESTCHESTER/PLAYA (Neighborhood Council)

WESTCHESTER NEIGHBORHOOD (Neighborhood)





 St. Jerome Catholic Church Historic Resource Resource Report  Map

## Resource Description

### Classification

Type: Institutional-Religious/Spiritual, Church Use: Historic Style: Modern, Mid-Century Related  
Features: Landscape, Designed; Wall, Retaining; Garden

Type: California OHP Resource Attribute - HP16. Religious building

### Features



Component: Cladding Type: Stucco, smooth; Travertine Material: none defined  
Component: Construction Type: Concrete, poured/precast Material: none defined  
Component: Door Type: Transom; Double Material: Metal  
Component: none defined Type: Wall Material: Concrete  
Component: Façade Type: Asymmetrical Material: none defined  
Component: Plan Type: Irregular; Octagonal Material: none defined  
Component: Roof Type: Folded Plate; Cupola; Eaves, wide Material: none defined  
Component: Window Type: Fixed; Stained glass; Grouped; Clerestory Material: Metal  
Component: Window Type: Fixed; Grouped; Stained glass; Transom Material: Metal  
Component: Window Type: Grouped; Fixed Material: Metal

### Narrative Description

No description available

### Alterations

Appears to be unaltered

 St. Jerome Catholic Church Historic Resource Resource Report  Map

(Evaluation)

## Evaluation Details

### Date Evaluated

2013-04-10

### Context/Theme

Architecture and Engineering, 1850-1980

L.A. Modernism, 1919-1980

Post-War Modernism, 1946-1975

Mid-Century Modernism, 1945-1975

Institutional

### Eligibility Standards

- Was constructed during the period of significance
- Retains the essential character defining features of Mid-Century Modernism from the period of significance
- Floor-to-ceiling windows, often flush-mounted metal framed
- Unornamented wall surfaces
- If Expressionistic: dramatic roof forms, such as butterfly, A-frame, hyperbolic paraboloid, folded plate or barrell vault



# St. Jerome Catholic Church Historic Resource

 Resource Report  Map

plate or barrel vault

- Direct expression of the structural system, often wood or steel post and beam
- Exhibits quality of design through distinctive features

## Integrity Aspects

Retains sufficient integrity to convey significance

Association

Feeling

Workmanship

Materials

Setting

Location

Design

## California Historic Resources Status Codes (explanation of codes)

3CS

5S3

## Significance Statement

Excellent example of a Mid-Century Modern church with distinctive folded plate roof. Conveys high quality design. Not eligible for the National Register at this time because it is not yet 50 years old or of exceptional importance.

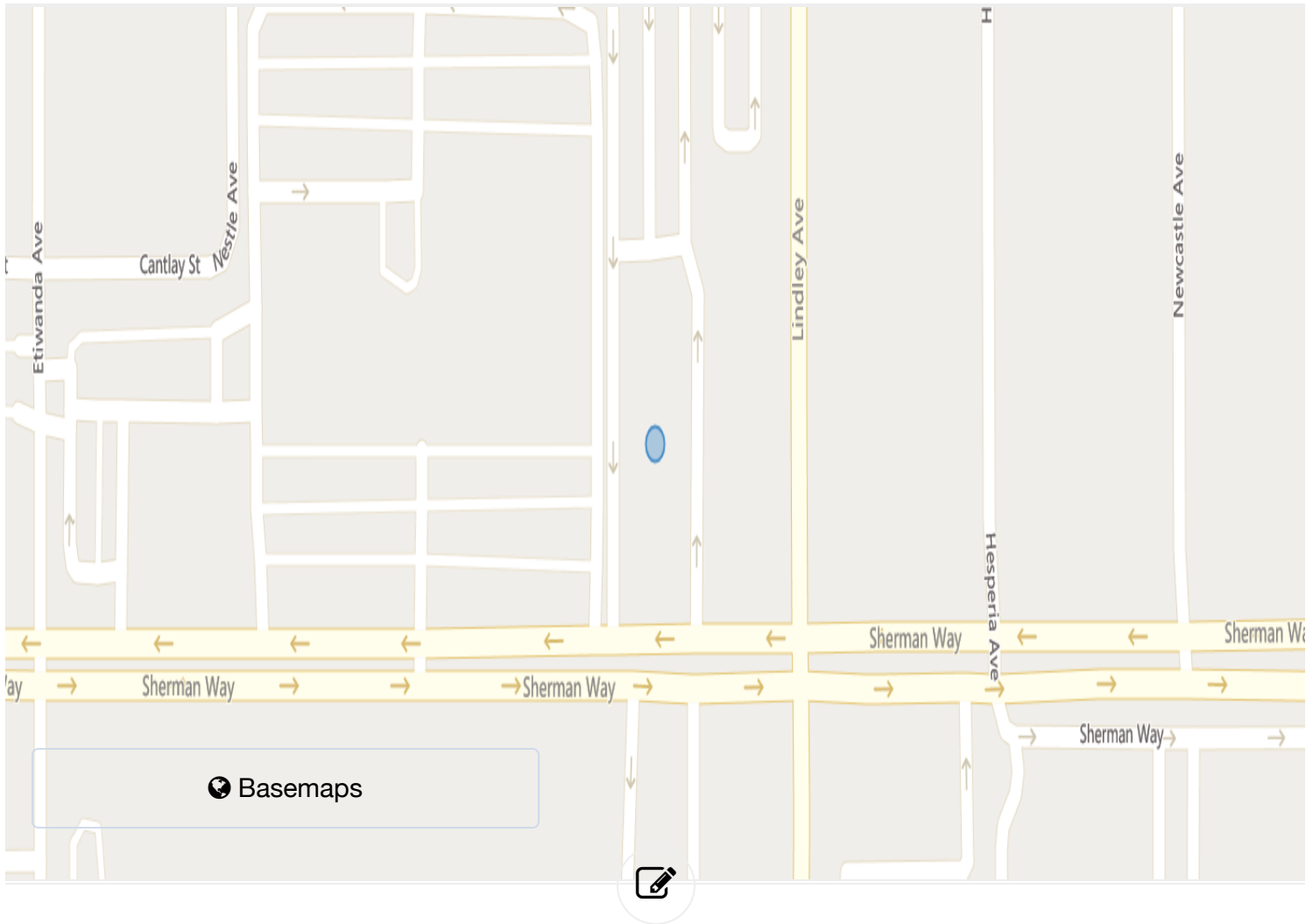
## Periods of Significance

From: 1966-01-01



# St. Catherine of Siena Church Historic Resource

 Resource Report  Map



## Resource Report

# St. Catherine of Siena Church Historic Resource

 Resource Report  Map

## Historic Resource Summary

### Names

- St. Catherine of Siena Church (Alternative)
- St. Catherine of Siena Church (Primary)

### Important Dates

- 1950-01-01 (Built Date)

### Images



 St. Catherine of Siena Church Historic Resource Resource Report  Map

## Resource Types

Building

## Architect

George J. Adams (/reports/19c2405f-7abf-4089-af53-e8b6276dd098)

## Builder

Joseph Sheffet (/reports/2e05111f-b1a2-47bb-9dc6-e3768455e7a2)

## Owner

## Location Information

## Addresses

18115 W SHERMAN WAY Primary  
18125 W SHERMAN WAY Alternative  
18117 W SHERMAN WAY Alternative  
18115 W SHERMAN WAY Primary  
18125 W SHERMAN WAY Alternative  
18117 W SHERMAN WAY Alternative

## Location Description

No descriptions recorded

## Administrative Areas

Los Angeles City Council District 3 (Council District)  
Reseda - West Van Nuys Community Plan Area (Community Plan Area)  
RESEDA NEIGHBORHOOD COUNCIL (Neighborhood Council)



 St. Catherine of Siena Church Historic Resource Resource Report  Map

## Resource Description

### Classification

Type: Institutional-Religious/Spiritual, Church Use: Historic Style: Modern, Mid-Century Related  
Features: Parking Lot

Type: California OHP Resource Attribute - HP16. Religious building

### Features

Component: Cladding Type: Brick; Stucco, smooth Material: none defined  
Component: Details Type: Planters; Applied decoration Material: none defined  
Component: Door Type: Decorative surround; Paneled; Double; Canopy Material: Wood  
Component: Entryway Type: Canopy; Stoop; Recessed Material: Stucco  
Component: Façade Type: Asymmetrical Material: none defined  
Component: Plan Type: Rectangular Material: none defined  
Component: Roof Type: Flat; Gable, front Material: Unknown  
Component: Window Type: Fixed; Grouped; Stained glass Material: Metal  
Component: Window Type: Fixed; Casement; Obscure glass; Grouped Material: Metal  
Component: Window Type: Casement; Divided lights; Single Material: Metal  
Component: Window Type: Grouped; Fixed; Obscure glass Material: Metal

### Narrative Description

No description available

### Alterations

Appears to be unaltered



 St. Catherine of Siena Church Historic Resource Resource Report  Map

## Evaluation Details

### Date Evaluated

2014-10-03

### Context/Theme

Architecture and Engineering, 1850-1980

L.A. Modernism, 1919-1980

Post-War Modernism, 1946-1975

Mid-Century Modernism, 1945-1975

Institutional

### Eligibility Standards

- Exhibits quality of design through distinctive features
- Retains the essential character defining features of Mid-Century Modernism from the period of significance
- Was constructed during the period of significance

### Integrity Aspects

Materials

Setting

Location

Workmanship



 St. Catherine of Siena Church Historic Resource Resource Report  Map

## Integrity Aspects

Materials

Setting

Location

Workmanship

Feeling

Retains sufficient integrity to convey significance

Design

Association

California Historic Resources Status Codes (explanation of codes)

3S

5S3

3CS

## Significance Statement

Excellent example of a Mid-Century Modern-style church in Reseda. Retains the essential character-defining features of the style.

## Periods of Significance

From: 1950-01-01



1

APPLICATION FOR INSPECTION OF NEW BUILDING AND FOR CERTIFICATE OF OCCUPANCY

B&S 5-1-Rev. 3-64

C-3

CITY OF LOS ANGELES

DEPT. OF BUILDING AND SAFETY

INSTRUCTIONS: 1. Applicant to Complete Numbered Items Only. 2. Plot Plan Required on Back of Original.

CENSUS TRACT 2734 DIST. MAP 7188 ZONE 54-0 FIRE DIST.

1. LEGAL DESCR. LOT BLK. TRACT THE PUBLIC BEACH LANDS. 2. PURPOSE OF BUILDING (14) Lifeguard Hdqtrs. & Garage Facility 3. JOB ADDRESS 2300 OCEAN FRONT WALK 4. BETWEEN CROSS STREETS 2300 St. AND 24th St. 5. OWNER'S NAME L. A. Rec. & Parks Dept. MA.4-5211 6. OWNER'S ADDRESS 505 City Hall, 200 N. Spring St. 90012 7. ARCHITECT OR DESIGNER S. W. Bridgers STATE LICENSE NO. 129 PHONE 469-2145 8. ENGINEER Svend Sorenson STATE LICENSE NO. 1190 PHONE 340-0774 9. CONTRACTOR STATE LICENSE NO. PHONE

INSIDE COR. LOT KEY REV. COR. LOT SIZE PACIFIC OCEAN FRONTAGE REAR ALLEY SIDE ALLEY BLDG. LINE AFFIDAVITS

10. SIZE OF NEW BLDG. 115x 2 38 NO. OF EXISTING BUILDINGS ON LOT AND USE 0 11. MATERIAL OF CONSTRUCTION EXT. WALLS Wood Frame ROOF Wood Frame FLOOR Conc. & Wood Frame

O.B.# 12912

12. JOB ADDRESS 2300 Ocean Front Walk 13. VALUATION: TO INCLUDE ALL FIXED EQUIPMENT REQUIRED TO OPERATE AND USE PROPOSED BUILDING. \$184,520.00

DISTRICT OFFICE W. L.A. GRADING CRIT. SOIL

1 5 of 6 TV 223,640.00

PURPOSE OF BUILDING LIFE GUARD HEADQUARTERS & GARAGE TYPE V GROUP F-1/G-1 STORIES 2 VALUATION APPROVED a Johnson PLANS CHECKED a Johnson PLANS APPROVED a Johnson APPLICATION APPROVED a Johnson DWELL. UNITS 0 GUEST ROOMS 0 SPACES PARKING REQ'D 0 PROVIDED 0 CONT. INSP. CONC, GL, LAM, WELDS, PILES

HIGHWAY DED. FLOOD CONS. ZONED BY C FRY FILE WITH INSPECTOR

P.C. 2228 S.P.C. G.P.I. B.P. 357 S.I.F. O.S. C/O TYPIST

CASHIER USE ONLY 5-9-68 23991 X-2NF 0.00 AUG-22-68 43977 E •72866 Z-1NF 0.00

STATEMENT OF RESPONSIBILITY

I certify that in doing the work authorized hereby I will not employ any person in violation of the Labor Code of the State of California relating to workmen's compensation insurance.

"This permit is an application for inspection, the issuance of which is not an approval or an authorization of the work specified herein. This permit does not authorize or permit, nor shall it be construed as authorizing or permitting the violation or failure to comply with any applicable law. Neither the City of Los Angeles, nor any board, department, officer or employee thereof make any warranty or shall be responsible for the performance or results of any work described herein, or the condition of the property or soil upon which such work is performed. (See Sec. 91.0202 L.A.M.C.)

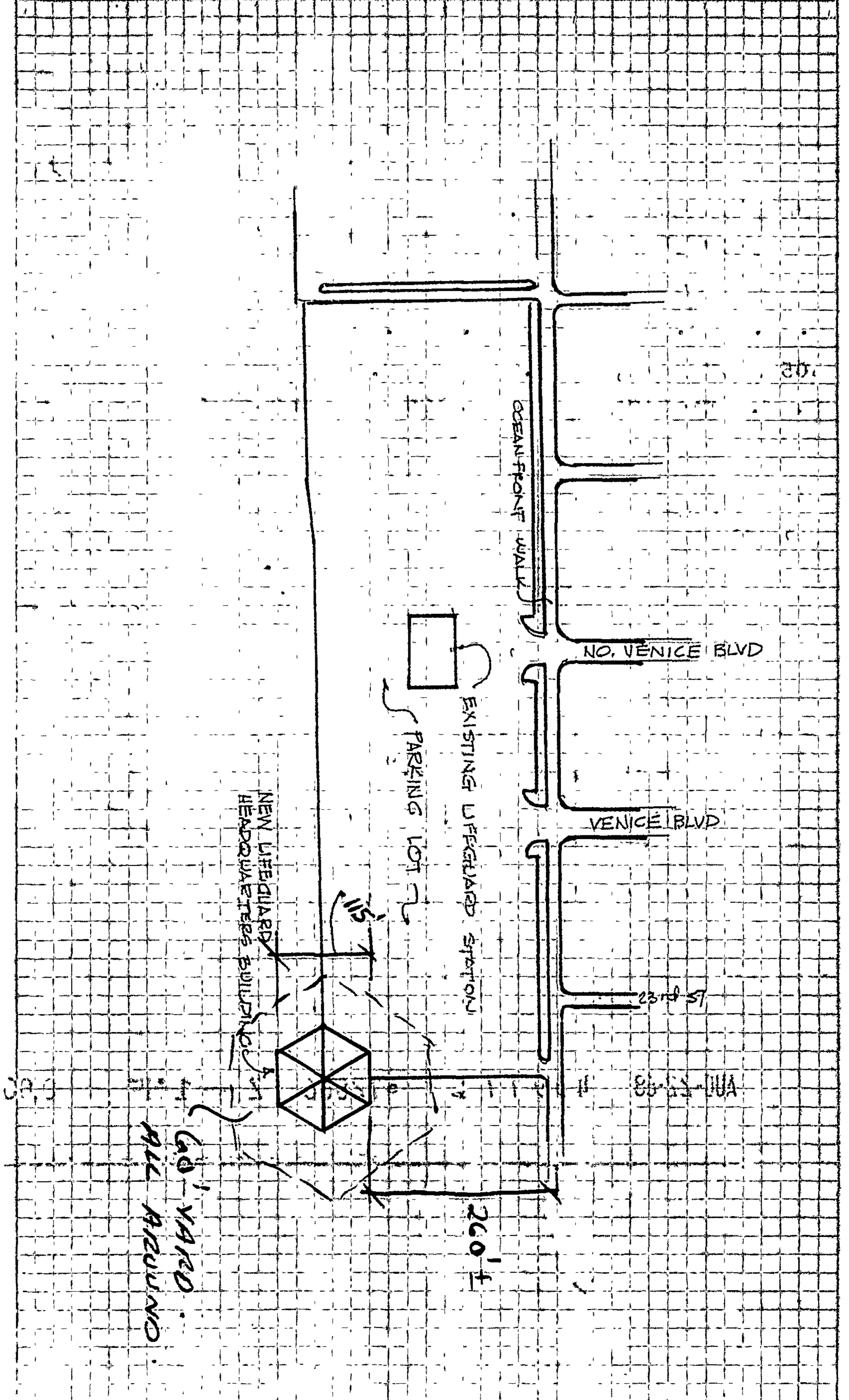
Signed [Signature] (Owner or Agent)

Table with columns Name and Date. Rows include Bureau of Engineering, Conservation, Plumbing, Planning, Fire, Traffic with various signatures and dates like 5/8/68, 7/8/68.

Bureau of Engineering Per Vance (Hiatt) Sewer will be available anytime building is completed. Am 460 Jhanu

\* SEE BF # 623559

ON PLOT PLAN SHOW ALL BUILDINGS ON LOT AND USE OF EACH



Address of 2300 Ocean Front Walk  
Building



CITY OF LOS ANGELES  
CERTIFICATE OF OCCUPANCY

**NOTE:** Any change of use or occupancy must be approved by the Department of Building and Safety. This certifies that, so far as ascertained by or made known to the undersigned, the building at the above address complies with the applicable requirements of the Municipal Code, as follows: Ch. 1, as to permitted uses, Ch. 9, Arts. 1, 3, 4, and 5; and with applicable requirements of State Housing Act—for following occupancies:

Issued 6-17-70 Permit No. and Year LA72866/68

Two story, Type V, 115' x 115', hexagonal shaped, Lifeguard Headquarters and garage facility, F-1/G-1 occupancy.  
FIRE SPRINKLERS REQUIRED THROUGHOUT.

Owner City of Los Angeles  
Recreation & Parks Department  
Owner's Address #505, 200 N. Spring Street  
Los Angeles, California 90012



|  |   |  |
|--|---|--|
| Bldg-Alter/Repair<br>Commercial<br>Express Permit<br>No Plan Check | City of Los Angeles - Department of Building and Safety<br><b>APPLICATION FOR BUILDING PERMIT<br/>                 AND CERTIFICATE OF OCCUPANCY</b> | Last Status: Ready to Issue<br>Status Date: 03/07/2006 |
|--|---|--|

| I. TRACT              | BLOCK | LOT(s)     | ARB | COUNTY MAP REF # | PARCEL ID # (PIN #) | 2. ASSESSOR PARCEL # |
|-----------------------|-------|------------|-----|------------------|---------------------|----------------------|
| SHORT LINE BEACH SUBI |       | THE STRAND |     | M B 2-59         | 105A145 443         | 4226 - 002 - 900     |

|  |  |  |
|--|--|--|
| <b>3. PARCEL INFORMATION</b><br>Area Planning Commission - West Los Angeles<br>LADBS Branch Office - WLA<br>Council District - 11<br>Certified Neighborhood Council - Grass Roots Venice<br>Community Plan Area - Venice | Census Tract - 2739.00<br>Energy Zone - 6<br>Earthquake-Induced Liquefaction Area - Yes<br>Methane Hazard Site - Methane Zone<br>Near Source Zone Distance - 6.4 | Thomas Brothers Map Grid - 671-H6<br>Thomas Brothers Map Grid - 671-H7 |
|--|--|--|

ZONE(S): OS-1XL-O /

|   |                        |                        |
|---|------------------------|------------------------|
| <b>4. DOCUMENTS</b>                     |                        |                        |
| SPA - Los Angeles Coastal Transportatic | ORD - ORD-175693       | CPC - CPC-2000-4046-CA |
| SPA - Venice Coastal Zone               | ORD - ORD-175694       |                        |
| ORD - ORD-172019                        | CPC - CPC-1987-648-ICO |                        |
| ORD - ORD-172897                        | CPC - CPC-1998-119-LCP |                        |

|                           |
|---------------------------|
| <b>5. CHECKLIST ITEMS</b> |
|                           |

|   |   |   |                |
|---|---|---|----------------|
| <b>6. PROPERTY OWNER, TENANT, APPLICANT INFORMATION</b> |   |   |                |
| Owner(s):   |   |   |                |
| L A City  | 0 | 0 | 3238550107     |
| Tenant:   |   |   |                |
| Applicant: (Relationship: Agent for Contractor)         |   |   |                |
| Miguel Alfaro -   |   |   | (562) 843-7805 |

| 7. EXISTING USE                  | PROPOSED USE |
|----------------------------------|--------------|
| (23) Miscellaneous Bldg/Structur |              |

|   |
|---|
| <b>8. DESCRIPTION OF WORK</b>   |
| TEAR OFF EXISTING ROOFING & RE- ROOF WITH CLASS A BUILT UP ROOF/HOT MOP (MAX. 1 OVERLAYS TOTAL). 120 SQ. WORK BEING DONE ON "LIFE GUARD HEADQUARTERS" BUILDING. |

9. # Bldgs on Site & Use:

|   |  |                     |  |
|---|--|---------------------|--|
| <b>10. APPLICATION PROCESSING INFORMATION</b> |  |                     |  |
| BLDG. PC By:                                  |  | DAS PC By:          |  |
| OK for Cashier: <i>Tamat Igoyan</i>           |  | Coord. OK:          |  |
| Signature: <i>[Signature]</i>                 |  | Date: <i>3/7/06</i> |  |

For information and/or inspection requests originating within LA County,  
**Call toll-free (888) LA4BUILD**  
 Outside LA County, call (213) 482-0000. (LA4BUILD = 524-2845)  
 For Cashier's Use Only LA Department of Building and Safety  
 WL 10 35 057746 03/07/06 02:35PM

|   |                    |
|---|--------------------|
| <b>11. PROJECT VALUATION &amp; FEE INFORMATION</b> Final Fee Period |                    |
| Permit Valuation: \$42,000  | PC Valuation:      |
| FINAL TOTAL Bldg-Alter/Repair                                       | 518.41             |
| Permit Fee Subtotal Bldg-Alter/Rep                                  | 422.00             |
| Fire Hydrant Refuse-To-Pay  |                    |
| E.O. Instrumentation  | 8.82               |
| O.S. Surcharge  | 9.02               |
| Sys. Surcharge  | 27.05              |
| Planning Surcharge  | 26.52              |
| Planning Surcharge Misc Fee   | 5.00               |
| Permit Issuing Fee  | 20.00              |
| Sewer Cap ID:   | Total Bond(s) Due: |

|                      |          |
|----------------------|----------|
| BUILDING PERMIT COMM | \$422.00 |
| BUILDING PLAN CHECK  | \$20.00  |
| EI COMMERCIAL        | \$8.82   |
| ONE STOP SURCH       | \$9.02   |
| CITY PLANNING SURCH  | \$26.52  |
| SYSTEMS DEVT FEE     | \$27.05  |
| MISCELLANEOUS        | \$5.00   |
| -----                |          |
| Total Due:           | \$518.41 |
| Check:               | \$518.41 |
| <b>06WL 07531</b>    |          |

|                        |
|------------------------|
| <b>12. ATTACHMENTS</b> |
|                        |



\* P 0 6 0 1 6 3 0 0 0 0 4 2 5 9 F N \*

1010309200628054

14. APPLICATION COMMENTS

\*\* Approved Seismic Gas Shut-Off Valve may be required. \*\* A COOL ROOF, LABELED AND CERTIFIED BY CRRC, IS REQUIRED FOR RE-ROOFING ALL NON RESIDENTIAL BUILDINGS WITH ROOFS SLOPING 16.7% OR LESS, PER SECTION 149(b) OF TITLE 24.

In the event that any box (i.e. 1-16) is filled to capacity, it is possible that additional information has been captured electronically and could not be printed due to space restrictions. Nevertheless, the information printed exceeds that required by Section 19825 of the Health and Safety Code of the State of California.

15. Building Relocated From:

| 16. CONTRACTOR, ARCHITECT, & ENGINEER NAME | ADDRESS                    | CLASS | LICENSE# | PHONE# |
|--|----------------------------|-------|----------|--------|
| (C) Lang Roofing Inc                       | P O Box 2747,              |       |          |        |
|  | Bell Gardens, CA 902012747 | C39   | 405427   |        |

PERMIT EXPIRATION/REFUNDS: This permit expires two years after the date of the permit issuance. This permit will also expire if no construction work is performed for a continuous period of 180 days (Sec. 98.0602 LAMC). Claims for refund of fees paid must be filed within one year from the date of expiration for permits granted by LADBS (Sec. 22.12 & 22.13 LAMC). The permittee may be entitled to reimbursement of permit fees if the Department fails to conduct an inspection within 60 days of receiving a request for final inspection (HS 17951).

17. LICENSED CONTRACTOR'S DECLARATION

I hereby affirm under penalty of perjury that I am licensed under the provisions of Chapter 9 (commencing with Section 7000) of Division 3 of the Business and Professions Code, and my license is in full force and effect. The following applies to B contractors only: I understand the limitations of Section 7057 of the Business and Professional Code related to my ability to take prime contracts or subcontracts involving specialty trades.

License Class: **C39** Lic. No.: **405427** Contractor: **LANG ROOFING INC**

18. WORKERS' COMPENSATION DECLARATION

I hereby affirm, under penalty of perjury, one of the following declarations:

I have and will maintain a certificate of consent to self insure for workers' compensation, as provided for by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued.

I have and will maintain workers' compensation insurance, as required by Section 3700 of the Labor Code, for the performance of the work for which this permit is issued. My workers' compensation insurance carrier and policy number are:

Carrier: **State Comp. Ins. Fund** Policy Number: **285-0002144**

I certify that in the performance of the work for which this permit is issued, I shall not employ any person in any manner so as to become subject to the workers' compensation laws of California, and agree that if I should become subject to the workers' compensation provisions of Section 3700 of the Labor Code, I shall forthwith comply with those provisions.

WARNING: FAILURE TO SECURE WORKERS' COMPENSATION COVERAGE IS UNLAWFUL, AND SHALL SUBJECT AN EMPLOYER TO CRIMINAL PENALTIES AND CIVIL FINES UP TO ONE HUNDRED THOUSAND DOLLARS (\$100,000), IN ADDITION TO THE COST OF COMPENSATION, DAMAGES AS PROVIDED FOR IN SECTION 3706 OF THE LABOR CODE, INTEREST, AND ATTORNEY'S FEES.

19. ASBESTOS REMOVAL DECLARATION / LEAD HAZARD WARNING

I certify that notification of asbestos removal is either not applicable or has been submitted to the AQMD or EPA as per section 19827.5 of the Health and Safety Code. Information is available at (909) 396-2336 and the notification form at [www.aqmd.gov](http://www.aqmd.gov). Lead safe construction practices are required when doing repairs that disturb paint in pre-1978 buildings due to the presence of lead per section 6716 and 6717 of the Labor Code. Information is available at Health Services for LA County at (800) 524-5323 or the State of California at (800) 597-5323 or [www.dhs.ca.gov/childlead](http://www.dhs.ca.gov/childlead).

20. CONSTRUCTION LENDING AGENCY DECLARATION

I hereby affirm under penalty of perjury that there is a construction lending agency for the performance of the work for which this permit is issued (Sec. 3097, Civil Code).

Lender's name (if any): \_\_\_\_\_ Lender's address: \_\_\_\_\_

21. FINAL DECLARATION

I certify that I have read this application INCLUDING THE ABOVE DECLARATIONS and state that the above information INCLUDING THE ABOVE DECLARATIONS is correct. I agree to comply with all city and county ordinances and state laws relating to building construction, and hereby authorize representatives of this city to enter upon the above-mentioned property for inspection purposes. I realize that this permit is an application for inspection and that it does not approve or authorize the work specified herein, and it does not authorize or permit any violation or failure to comply with any applicable law. Furthermore, neither the City of Los Angeles nor any board, department officer, or employee thereof, make any warranty, nor shall be responsible for the performance or results of any work described herein, nor the condition of the property nor the soil upon which such work is performed. I further affirm under penalty of perjury, that the proposed work will not destroy or unreasonably interfere with any access or utility easement belonging to others and located on my property, but in the event such work does destroy or unreasonably interfere with such easement, a substitute easement(s) satisfactory to the holder(s) of the easement will be provided (Sec. 91.0106.4.3.4 LAMC).

By signing below, I certify that:

- (1) I accept all the declarations above namely the Licensed Contractor's Declaration, Workers' Compensation Declaration, Asbestos Removal Declaration / Lead Hazard Warning, Construction Lending Agency Declaration and Final Declaration; and
- (2) This permit is being obtained with the consent of the legal owner of the property.

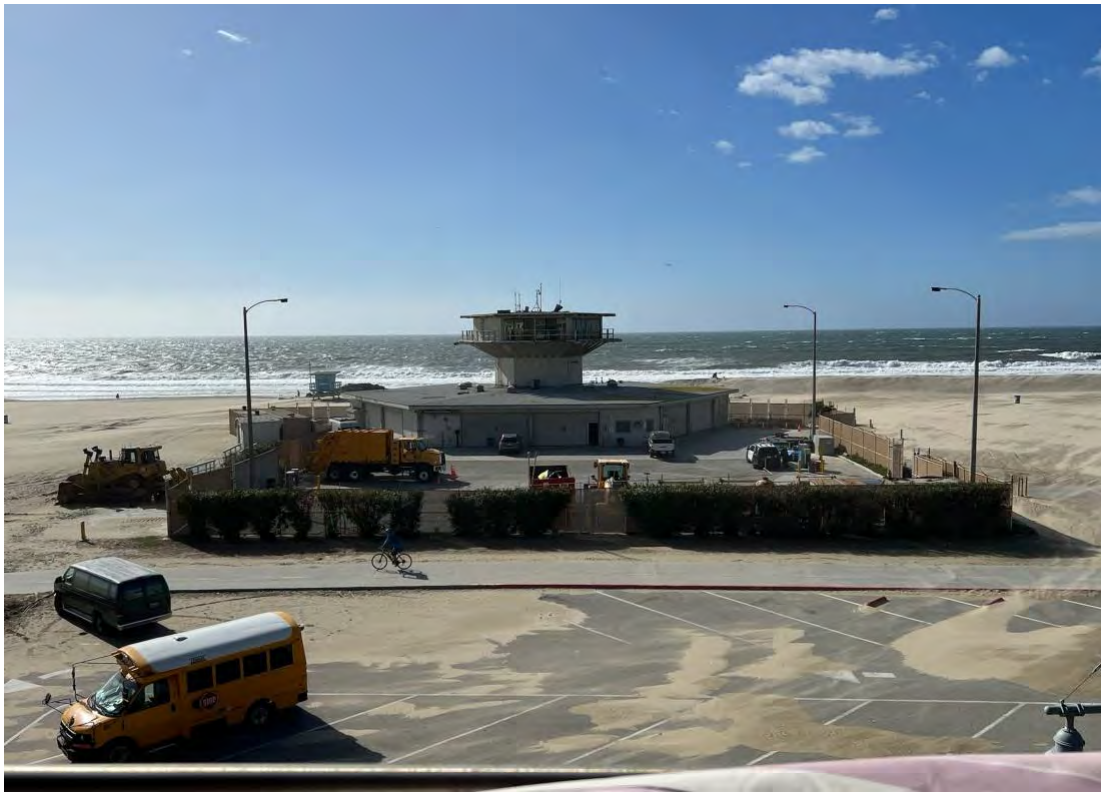
Print Name: **MISUEL ALFARO** Sign: *Misuel Alfaro* Date: **3/7/06**  Contractor  Authorized Agent

Expand Closed 2300 S OCEAN FRONT WALK 90291

| Application/Permit #              | PC/Job #   | Type                  | Status                                | Work Description  |
|-----------------------------------|------------|-----------------------|---------------------------------------|---|
| <a href="#">06016-30000-04259</a> | X06WL01384 | Bldg-<br>Alter/Repair | Permit Finaled<br>2/25/2008           | TEAR OFF EXISTING ROOFING & RE- ROOF WITH CLASS A BUILT UP ROOF/HOT MOP (MAX. 1 OVERLAYS TOTAL). 120 SQ. WORK BEING DONE ON "LIFE GUARD HEADQUARTERS" BUILDING. |
| <a href="#">08010-40000-00511</a> | B08SP00235 | Bldg-<br>Alter/Repair | Reviewed by<br>Supervisor<br>4/1/2008 | INTERIOR NON-STRUCTURAL REMODEL FOR NEW WOMEN'S RESTROOM/LOCKER   |
| <a href="#">06041-20000-00631</a> | X06VN00457 | Electrical            | Permit Expired<br>10/13/2008          | C.T.S.  |
| <a href="#">17041-10000-43906</a> | X17LA21026 | Electrical            | Issued<br>12/6/2017                   | NEW GATE RACEWAY TRENGING   |
| <a href="#">17041-10001-43906</a> | X18LA00807 | Electrical            | Issued<br>1/17/2018                   | SUPPLEMENTAL PERMIT 17041-10000-43906 TO INCLUDE (1) EXISTING BRANCH CIRCUIT.   |
| <a href="#">09043-10000-00875</a> | M09LA01193 | Fire<br>Sprinkler     | Permit Expired<br>3/29/2012           | Installation of new pendant within leifguard tower. Upright sprinklers are existing (dropping one for one)  |
| <a href="#">06042-40000-00409</a> | X06SP00076 | Plumbing              | Permit<br>Withdrawn<br>1/24/2006      | INSTALL SAND & OIL INTERSEPTOR  |



View facing northwest, 2023. Source: Lindsay Mulcahy/ L.A. Conservancy



View facing west, 2023. Source: Robin Murez





View facing northeast, 2023. Source: Robin Murez



View facing north, 2023. Source: Robin Murez



View facing northeast, 2023.



View facing northwest, 2023.



View facing west, 2023.



View facing south, 2023.



View facing southeast, 2023.



Third story interior, 2023.



Third story interior, 2023.



View from third story, facing northwest.



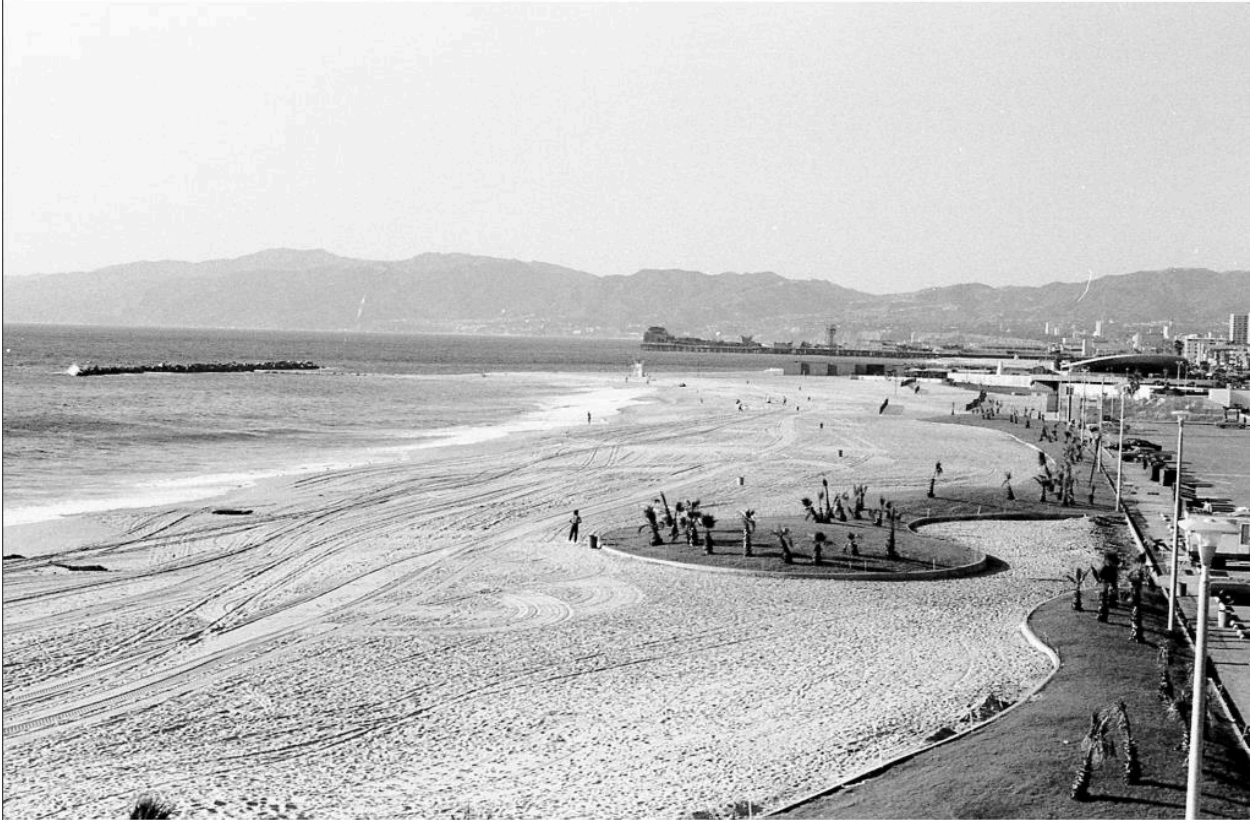
View from third story, facing southwest.



View facing west north, 1969. Source: Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).



View facing north, 1969 (foregrounded by lifeguard stands). Source: *Our Lifeguard Family*.



View from third story, facing northwest, 1969. Source: *Our Lifeguard Family*.



View from third story, facing southwest, 1969. Source: *Our Lifeguard Family*.





View facing northwest, 1969. Source: Robin Murez.



View facing northwest, 1969. Source: Robin Murez.



View facing west, circa 2000s. Source: Mickey Gallagher.



Brooks Station, circa 1925. Richard Mark, *Our Lifeguard Family: Honoring Your Service the First 100 Years* (Self-published, GoogleBooks, 2011).



Brooks Station, circa 1930. Source: Venice Lifeguards, Security Pacific National Bank Collection, L.A. Public Library



Sunset Pier Station circa 1930s. Source: Mark, *Our Lifeguard Family*



Sunset Pier Station circa 1960s. Source: Mark, *Our Lifeguard Family*.

A different view of the “Horseshoe Pier” at Venice Beach. The piers in the photo are (from south to north), Sunset Pier, Venice Pier, Pacific Ocean Park Pier and the Santa Monica Pier.



Aerial view of Venice beach, 1930. Source: Mark, *Our Lifeguard Family*.



Aerial view of Venice beach, 1972. Source: Kenneth and Gabriel Adelman, "California Coastal Records Project," 2004.



Aerial view of Venice beach, 2013. Source: Kenneth and Gabriel Adelman, "California Coastal Records Project," 2013.



Alfred C. Prescott, far left, representing the Burbank Chamber of Commerce with Burbank civic leaders, circa 1961. Source: Los Angeles Public Library, "Celebrate Opening," Los Angeles Public Library Photo Collection, Valley Times Collection, 1963.



# City of Los Angeles Department of City Planning

## 11/13/2023 PARCEL PROFILE REPORT

### PROPERTY ADDRESSES

2300 S OCEAN FRONT WALK

### ZIP CODES

90291

### RECENT ACTIVITY

ENV-2023-7505-CE

CHC-2023-7504-HCM

### CASE NUMBERS

CPC-2019-7393-CA

CPC-2018-7548-CPU

CPC-2014-1456-SP

CPC-2005-8252-CA

CPC-2000-4046-CA

CPC-19XX-17599-A

CPC-1998-119

CPC-1987-648-ICO

CPC-1984-226

ORD-186104

ORD-175694

ORD-175693

ORD-172897

ORD-172019

ORD-169186-SA770

ORD-168999

ORD-130294

DIR-2014-2824-DI

DIR-2008-4703-DI

DIR-2008-3681-DI

ENV-2019-7394-ND

ENV-2014-1458-EIR-SE-CE

ENV-2005-8253-ND

ENV-2004-2691-CE

ENV-2002-6836-SP

ENV-2001-846-ND

### Address/Legal Information

|                              |  |
|------------------------------|--|
| PIN Number                   | 105A145 443                              |
| Lot/Parcel Area (Calculated) | 42,547.6 (sq ft)                         |
| Thomas Brothers Grid         | PAGE 671 - GRID H6<br>PAGE 671 - GRID H7 |
| Assessor Parcel No. (APN)    | 4226002900                               |
| Tract                        | SHORT LINE BEACH SUBDIVISION NO. 1       |
| Map Reference                | M B 2-59                                 |
| Block                        | None                                     |
| Lot                          | THE STRAND                               |
| Arb (Lot Cut Reference)      | None                                     |
| Map Sheet                    | 105A145<br>106-5A145                     |

### Jurisdictional Information

|                          |                    |
|--------------------------|--------------------|
| Community Plan Area      | Venice             |
| Area Planning Commission | West Los Angeles   |
| Neighborhood Council     | Venice             |
| Council District         | CD 11 - Traci Park |
| Census Tract #           | 2739.02            |
| LADBS District Office    | West Los Angeles   |

### Permitting and Zoning Compliance Information

|                       |      |
|-----------------------|------|
| Administrative Review | None |
|-----------------------|------|

### Planning and Zoning Information

|   |   |
|---|---|
| Special Notes                           | None  |
| Zoning                                  | OS-1XL-O  |
| Zoning Information (ZI)                 | ZI-1874 Specific Plan: Los Angeles Coastal Transportation Corridor<br>ZI-2273 Specific Plan: Venice Coastal Zone<br>ZI-2406 Director's Interpretation of Venice Specific Plan and Small Lot Subdivision Ordinance |
| General Plan Land Use                   | Open Space  |
| General Plan Note(s)                    | Yes   |
| Hillside Area (Zoning Code)             | No  |
| Specific Plan Area                      | LOS ANGELES COASTAL TRANSPORTATION CORRIDOR   |
| Subarea                                 | None  |
| Specific Plan Area                      | VENICE COASTAL ZONE   |
| Subarea                                 | North Venice  |
| Special Land Use / Zoning               | None  |
| Historic Preservation Review            | No  |
| Historic Preservation Overlay Zone      | None  |
| Other Historic Designations             | None  |
| Other Historic Survey Information       | None  |
| Mills Act Contract                      | None  |
| CDO: Community Design Overlay           | None  |
| CPIO: Community Plan Imp. Overlay       | None  |
| Subarea                                 | None  |
| CUGU: Clean Up-Green Up                 | None  |
| HCR: Hillside Construction Regulation   | No  |
| NSO: Neighborhood Stabilization Overlay | No  |

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(\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.



|  |                      |
|--|----------------------|
| POD: Pedestrian Oriented Districts             | None                 |
| RBP: Restaurant Beverage Program Eligible Area | None                 |
| RFA: Residential Floor Area District           | None                 |
| RIO: River Implementation Overlay              | No                   |
| SN: Sign District                              | No                   |
| AB 2334: Very Low VMT                          | Yes                  |
| AB 2097: Reduced Parking Areas Streetscape     | No                   |
| Adaptive Reuse Incentive Area                  | None                 |
| Affordable Housing Linkage Fee                 |                      |
| Residential Market Area                        | High                 |
| Non-Residential Market Area                    | High                 |
| Transit Oriented Communities (TOC)             | Not Eligible         |
| ED 1 Eligibility                               | Not Eligible         |
| RPA: Redevelopment Project Area                | None                 |
| Central City Parking                           | No                   |
| Downtown Parking                               | No                   |
| Building Line                                  | None                 |
| 500 Ft School Zone                             | No                   |
| 500 Ft Park Zone                               | Active: Venice Beach |

#### Assessor Information

|   |   |
|---|---|
| Assessor Parcel No. (APN)                       | 4226002900  |
| Ownership (Assessor)                            |   |
| Owner1  | L A CITY  |
| Address   | 0<br>0  |
| Ownership (Bureau of Engineering, Land Records) |   |
| Owner   | CITY OF LOS ANGELES, DEPT. OF REC. & PARKS ATTN: PLANNING & LAND ACQUISITIONS |
| Address   | 200 N MAIN ST #1290CHE<br>LOS ANGELES CA 90012                                |
| APN Area (Co. Public Works)*                    | 7.350 (ac)  |
| Use Code  | 8800 - Miscellaneous - Government Owned Property                              |
| Assessed Land Val.                              | \$384,268   |
| Assessed Improvement Val.                       | \$0   |
| Last Owner Change                               | 00/00/1968  |
| Last Sale Amount                                | \$0   |
| Tax Rate Area                                   | 67  |
| Deed Ref No. (City Clerk)                       | 2603  |
| Building 1                                      | No data for building 1  |
| Building 2                                      | No data for building 2  |
| Building 3                                      | No data for building 3  |
| Building 4                                      | No data for building 4  |
| Building 5                                      | No data for building 5  |
| Rent Stabilization Ordinance (RSO)              | No [APN: 4226002900]  |

#### Additional Information

|                                     |                                |
|-------------------------------------|--------------------------------|
| Airport Hazard                      | None                           |
| Coastal Zone                        | Coastal Commission Permit Area |
| Santa Monica Mountains Zone         | No                             |
| Farmland                            | Area Not Mapped                |
| Urban Agriculture Incentive Zone    | YES                            |
| Very High Fire Hazard Severity Zone | No                             |
| Fire District No. 1                 | No                             |
| Flood Zone                          | VE D=N/A E=16 IN               |

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 (\*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

|   |                    |
|---|--------------------|
|   | Outside Flood Zone |
| Watercourse                                       | No                 |
| Hazardous Waste / Border Zone Properties          | No                 |
| Methane Hazard Site                               | Methane Zone       |
| High Wind Velocity Areas                          | No                 |
| Special Grading Area (BOE Basic Grid Map A-13372) | No                 |
| Wells   | None               |

### Seismic Hazards

|                                      |   |
|--------------------------------------|---|
| Active Fault Near-Source Zone        |   |
| Nearest Fault (Distance in km)       | 5.6049672                               |
| Nearest Fault (Name)                 | Santa Monica Fault                      |
| Region                               | Transverse Ranges and Los Angeles Basin |
| Fault Type                           | B                                       |
| Slip Rate (mm/year)                  | 1.00000000                              |
| Slip Geometry                        | Left Lateral - Reverse - Oblique        |
| Slip Type                            | Moderately / Poorly Constrained         |
| Down Dip Width (km)                  | 13.00000000                             |
| Rupture Top                          | 0.00000000                              |
| Rupture Bottom                       | 13.00000000                             |
| Dip Angle (degrees)                  | -75.00000000                            |
| Maximum Magnitude                    | 6.60000000                              |
| Alquist-Priolo Fault Zone            | No                                      |
| Landslide                            | No                                      |
| Liquefaction                         | Yes                                     |
| Preliminary Fault Rupture Study Area | No                                      |
| Tsunami Inundation Zone              | Yes                                     |

### Economic Development Areas

|   |               |
|---|---------------|
| Business Improvement District                       | None          |
| Hubzone   | Not Qualified |
| Jobs and Economic Development Incentive Zone (JEDI) | None          |
| Opportunity Zone                                    | No            |
| Promise Zone  | None          |
| State Enterprise Zone                               | None          |

### Housing

|                                       |   |
|---------------------------------------|---|
| Direct all Inquiries to               | Los Angeles Housing Department                                      |
| Telephone                             | (866) 557-7368  |
| Website                               | <a href="https://housing.lacity.org">https://housing.lacity.org</a> |
| Rent Stabilization Ordinance (RSO)    | No [APN: 4226002900]  |
| Ellis Act Property                    | No  |
| AB 1482: Tenant Protection Act        | No  |
| Housing Crisis Act Replacement Review | Yes   |
| Housing Element Sites                 |   |
| HE Replacement Required               | N/A   |
| SB 166 Units                          | N/A   |
| Housing Use within Prior 5 Years      | No  |

### Public Safety

|                    |         |
|--------------------|---------|
| Police Information |         |
| Bureau             | West    |
| Division / Station | Pacific |
| Reporting District | 1441    |
| Bureau             | West    |
| Division / Station | Pacific |
| Reporting District | 1431    |

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Fire Information

|                             |      |
|-----------------------------|------|
| Bureau                      | West |
| Battalion                   | 4    |
| District / Fire Station     | 63   |
| Red Flag Restricted Parking | No   |

## CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

|                          |   |
|--------------------------|---|
| Case Number:             | CPC-2019-7393-CA  |
| Required Action(s):      | CA-CODE AMENDMENT   |
| Project Descriptions(s): | CODE AMENDMENT  |
| Case Number:             | CPC-2018-7548-CPU   |
| Required Action(s):      | CPU-COMMUNITY PLAN UPDATE   |
| Project Descriptions(s): | ADOPT COMMUNITY PLAN POLICY DOCUMENT, GENERAL PLAN AMENDMENTS, AND ZONE CHANGES TO APPLY RE-CODE LA ZONING.   |
| Case Number:             | CPC-2014-1456-SP  |
| Required Action(s):      | SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)   |
| Project Descriptions(s): | SPECIFIC PLAN AMENDMENT   |
| Case Number:             | CPC-2005-8252-CA  |
| Required Action(s):      | CA-CODE AMENDMENT   |
| Project Descriptions(s): | AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.   |
| Case Number:             | CPC-2000-4046-CA  |
| Required Action(s):      | CA-CODE AMENDMENT   |
| Project Descriptions(s): |   |
| Case Number:             | CPC-19XX-17599-A  |
| Required Action(s):      | A-PRIVATE STREET MODIFICATIONS (1ST REQUEST)  |
| Project Descriptions(s): |   |
| Case Number:             | CPC-1998-119  |
| Required Action(s):      | Data Not Available  |
| Project Descriptions(s): |   |
| Case Number:             | CPC-1987-648-ICO  |
| Required Action(s):      | ICO-INTERIM CONTROL ORDINANCE   |
| Project Descriptions(s): | INTERIM CONTROL ORDINANCE FOR THE ENTIRE VENICE COASTAL ZONE WHICH WILL TEMPORARILY PERMIT ONLY BUILDING DEVELOPMENT WHICH IS IN CONFORMANCE WITH REGULATIONS SUBSTANTIALLY BASED ON THE CALIFORNIA COASTAL COMMISSIONS INTERPRETIVE GUIDELINES FOR THE AREA  |
| Case Number:             | CPC-1984-226  |
| Required Action(s):      | Data Not Available  |
| Project Descriptions(s): | AMENDMENT TO THE COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN THE PROPERTY LOCATION IS GENERALLY BOUNDED ON THE EAST BY THE SAN DIEGO FWY; ON THE SOUTH BY THE CITY BOUNDARY OF THE CITY OF EL SEGUNDO; THE NORTH BY THE CITY BOUNDARY OF THE CITY OF SANTA MONICA AND ON THE WEST BY THE PACIFIC OCEAN PROPOSED PROJECT BROAD AMENDMENTS TO THE COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN |
| Case Number:             | DIR-2014-2824-DI  |
| Required Action(s):      | DI-DIRECTOR OF PLANNING INTERPRETATION  |
| Project Descriptions(s): | DIRECTOR'S INTERPRETATION OF A SPECIFIC PLAN PURSUANT TO LAMC SECTION 11.5.7.H. THE INTERPRETATION SHALL ONLY BE APPLICABLE TO THE VENICE COASTAL SPECIFIC PLAN.  |
| Case Number:             | DIR-2008-4703-DI  |
| Required Action(s):      | DI-DIRECTOR OF PLANNING INTERPRETATION  |
| Project Descriptions(s): | VSO - DEMO (E) SFD; CONSTRUCT NEW 3-STORY SFD + 2 UNCOVERED PKG   |
| Case Number:             | DIR-2008-3681-DI  |
| Required Action(s):      | DI-DIRECTOR OF PLANNING INTERPRETATION  |
| Project Descriptions(s): | DIRECTOR'S INTERPRETATION OF SMALL LOT SUBDIVISIONS FOR VENICE SPECIFIC PLAN  |
| Case Number:             | ENV-2019-7394-ND  |
| Required Action(s):      | ND-NEGATIVE DECLARATION   |
| Project Descriptions(s): | CODE AMENDMENT  |
| Case Number:             | ENV-2014-1458-EIR-SE-CE   |
| Required Action(s):      | EIR-ENVIRONMENTAL IMPACT REPORT<br>SE-STATUTORY EXEMPTIONS<br>CE-CATEGORICAL EXEMPTION  |
| Project Descriptions(s): | ENVIRONMENTAL IMPACT REPORT   |
| Case Number:             | ENV-2005-8253-ND  |
| Required Action(s):      | ND-NEGATIVE DECLARATION   |
| Project Descriptions(s): | AN ORDINANCE ESTABLISHING PERMANENT REGULATIONS IMPLEMENTING THE MELLO ACT IN THE COASTAL ZONE.   |
| Case Number:             | ENV-2004-2691-CE  |

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Required Action(s): CE-CATEGORICAL EXEMPTION  
Project Descriptions(s): SMALL LOT/TOWNHOME ORDINANCE

Case Number: ENV-2002-6836-SP

Required Action(s): SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)

Project Descriptions(s): VENICE COASTAL SPECIFIC PLAN AMENDMENT prepared and adopted by the City Planning Dept. in accordance with the Coastal Act provisions and guidelines.

Case Number: ENV-2001-846-ND

Required Action(s): ND-NEGATIVE DECLARATION

Project Descriptions(s):

## DATA NOT AVAILABLE

ORD-186104

ORD-175694

ORD-175693

ORD-172897

ORD-172019

ORD-169186-SA770

ORD-168999

ORD-130294



Address: 2300 S OCEAN FRONT WALK

Tract: SHORT LINE BEACH  
SUBDIVISION NO. 1

Zoning: OS-1XL-O

APN: 4226002900

Block: None

General Plan: Open Space

PIN #: 105A145 443

Lot: THE STRAND

Arb: None

